A

File No. 273(8)

19 31.

Collection No.

Mysore Residency

Bangalore.

Pros. Serial Nos. 1-26

Subject.

Claim of the Mysore Government for a share of the allotment to the Civil and Military Station of Bangalore from the Road Development Account.

Previous References.	Later References.

S. 97—(Blue).

MFP—168S&P—(M-184)—11-8-34—60,000.

NOTES AND PRECIS.

FILE No. 273(8) 1931

Section. File No.

Heading. Serial No.

NOTES.

DEPT.
BRANCH.

Pros. 19 . Nos.

Subject.

Claim of the Mysore Government for a share of the allotment to the Civil and Military Station of Bangalore from the Road Development Account.

Notes and Orders.

S. 1.

MG1PC—S1—1027 (CPS)MFP—(M-753)—24-8-34—6,00,000.

S.N.39. F.N.1

D. O. letter No.2463 dated the 10th March 1932, from the Dewan of Mysore.

S.N.50 No.Pol.997/PP.130-30-14, dated the 15th March 1932, from the Chief Secretary to the Govt. of Mysore.

~~Subject:- Petrol Tax - Sum alloted to the share of the C. & M. Station.~~

Secretary's remarks on the D.O. letter:-

"Office to note at once. Do the Municipality get the grant. I thought it was for the A.T.".

Id/- G.K.,
11/3

The grant is made to the "Administered area" vide paragraph 2 of the late Pay and Account's Officer's letter at S.N.~~35~~ 10 of file No.273-31/4.

S.N.49 S.N.50

The position taken in the Dewan's D.O. has been further amplified in the official letter At S.N.50 since received from the Govt. of Mysore.

Their claim is that the allotment(Rs.63,000) made to the C. and M. Station from the Road Development account should be passed on to Mysore State. The Dewan's d.o. indicates that they would spend it on improvements to the main road to Mysore and ~~thence~~ on to Coorg and Ootacamund.

The claim of the Mysore Govt. is based upon two paras (69 and 75) of the report of the Road Development Committee and principally upon an unfounded assumption that the allotment made to the C. and M. Station Administration is a grant made to a municipality. The passages extracted from Paras 69 and 75 ~~referred to above~~ of the report do not conclude the question against the C. and M. Station.

S.N.50

The passage quoted from para 75 only puts forth

forth a claim on behalf of Indian States to a share of the funds in the Road Development Account. The same para of the Report also ~~supports~~ recognises the claim of a minor Administration (like the C. and M. Station) to a share of the funds in the Road Development Account.

In para 69 of the Report, while discussing the objections to the duty on ~~petrol~~ motor spirits, from the point of view of large towns which pay the tax, there is a passage to the effect "that the receipts will be spent on extra-municipal roads from which the towns derive no direct benefit". The Govt. of Mysore fasten on this passage to prove that no grant is to be made from the Road Development Account to municipalities.

For the present it is enough to point out that this is not a recommendation of the Committee. The recommendations (paras 75-77 and summary in Chapter IX) do not specifically exclude municipalities from the scope of the fund.

There are certain other factors in the situation which have been overlooked by the Govt. of Mysore. These are the following:-

The distribution of grants from the Road Development Accounts is ~~to be~~ made not exclusively with reference to the Report of the Road Development Committee, but with reference to the recommendations of the Committee as accepted by the Govt. of India and the Indian Legislature. The recommendations thus accepted are laid down in the Resolution published in notification No.C.22, ~~published~~ on pages 310-311 of part I of the Gazette of India dated the 5th April 1930. The Resolution lays down the following principles among others:-

(a) The annual grant from the additional duty on petrol, representing the consumption of petrol in Provinces other than ~~Govt.'s~~ Governor's Provinces, Administered Areas and Indian States should be alloted as a lump sum

sum to the Govt. of India.

(b) The Standing Committee for roads should advise the Govt. of India on proposals, other than those relating to Indian States, on which it is desired to incur expenditure out of the portion of the annual grant referred to in clause (3) (b) (ii) of the resolution.

The allotment made to the Station is a grant made to the C.& M. Station Administered Area and the schemes on which the allotment is to be spent have been sanctioned by the Govt. of India, in accordance with the ~~above principles~~ terms of the above resolution.

The Govt. of Mysore have assumed that the roads in the Station are only of local interest. This assumption is not correct. There are about 6 miles and 6½ furlongs of 'Imperial Roads' maintained in the Station out of an annual grant of Rs.8000 made for the purpose to the Station Municipality. These roads include the trunk road to Mysore mentioned in the Dewan's d.o. (about a length of 2 miles,1 furlong & 80 yards), and the Domlur Road (a length of 1 mile & 1 2/3 furlongs). A scheme for the improvement of the latter has been included in the list of schemes recently sanctioned by the Govt. of India. A list of ~~the~~ 'Imperial Roads ' in the Station is at S.N.76/A of file 86-1900. A map is also put up in which these roads are shown in red.

The assumption made by the Mysore Govt. that the allotment made to the 'administered area' is a grant to the municipality might be due to a misapprehension. Roads are ordinarily in charge of local bodies. In the 'administered Area' the Station Municipality is the only local body and in the absence of a separate P.W.D., the Local Govt. have ~~to~~ resorted to the agency of the Municipal Commssion for the execution of schemes. These circumstances might account for the misapprehension of the Mysore Govt. that the grant is given to the Municipality.

If the position as set forth above is ~~accepte~~

accepted, a reply may be sent to the Govt. of Mysore on those lines.

V.V. Mirdar
24/3/73

(5) The questions raised in P.U.Cs. II & III are different from those raised in P.U.C.I. In view of this fact and in view also of F.A.'s remarks at para (76) ante, drafts I & II need not be held up pending consideration of the points raised in P.U.Cs. II & III. They may therefore issue?

24/3

(Sd/- [illegible] 24.3.73)

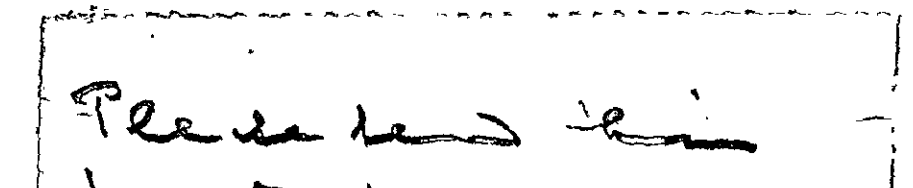
I have only put forward this as Resident wanted it and will refer to Narzas D.O. I submit it without any reading after add. 8

24/3

Resident

I return file for your noting after receiving Mirdar's letter.

25.3



D.O. 2235 Dated the 25th March 1932 issued.

An endorsement to the Collector with reference to the Orders in para 14 is put up for approval.

Sd/- V.V. Marar
30/3/32.

Sd/- P.M.R.
30/3/.

Issued No.2236 Dated the 31st March 1932.

x x x x

Original in File 115/1932 regarding Municipal Budget estimates for 1932-33.

---

6. The Commission have made the following lump provision on account of capital works :-

* * * *

Item (2). Page 8 of the budget. Maintenance and reconstruction of (Cantonment) roads... 90,000

* * * *

8. Item (2).

It is proposed to meet the cost of the maintenance and construction of roads from road funds of Rs. 60,000/- x received from the Government of India.

x round figure,.

* * * *

Please see para 8 of notes. It is presumed that road development grant which Municipal Commission have been ----- authorised to spend will not be interfered with and that any modification in favour of the Durbar would affect <u>future</u> grants.

* * * *

Resident.

Id. G.K.
30-3

No expenditure should be incurred out of the Rs. 60,000 road grant pending orders of Government. The case should be expedited.

Id. R.C.B.
31-3-

T.N.T.

S.N.55 | 1+2

D. O. letter dated the 4th April 1932, from the Municipal Executive Engineer, C. and M. Station.

Submitted for information.

The question of disbursement of the grant may be considered after an official report from the P.M.C. is received. In any case it will have to be deferred till orders are passed on the Mysore Govt.'s representation at S.N.~~50~~ 2 ~~(flag Y)~~.

N. V. Nayar
5/4/32

Secretary.

"No expenditure should be incurred out of the Rs:60,000 road grant pending orders of Govt. The case should be expedited".

Initialled R.C.B.

31.3.

(Above order is in original on M.C.Budget file).

On receipt of above orders I at once went and saw Sinclair and told him to stop all work for the present. He states that not more than ~~ten~~ twenty thousand* rupees has been spent up to date.

The grant in question of 63,000(shown as only 60,000 in round figures in Municipal budget) is for period ending Sept 30 th, 1930.

On Jan 20 1932 G. of I. sanctioned all schemes "except those for resurfacing or remetalling only".

Draft to P.M.G. intimating this sanction was put up to Resident on 22/1/32 who ordered that Cooke should see the draft before issue.

From a comparison of the original draft with the letter actually issued it will be seen there is no substantial difference.

Nearly two months after this sanction was received the Durbar raise the question as to the propriety of this grant going to the Municipality.

S.N. 49 (Z) Mirza's D.O. is in general terms.

S.N. 50 (Y) The official representation deals with the matter in detail.

From a perusal of the last named I am not sure the Durbar intend a raid on the sum sanctioned for 1928-30 and for this reason .Their letter refers in the beginning to a previous letter* asking when the Durbar may expect its share for another year

* S.N. 48 (E)

with refce to the income in the Road Development Acct up to Sept 30 th 1931.

The Durbar know perfectly well that orders sanctioning the spending of the 63,000 have already issued.

* S.N. 50 Also I think the ultimate para of their latest letter* contributes to the view that they are more concerned with the future than the present.

There are two points for decision .(i) Whether we should ask G. of I. to let us divert some of the 63,000 to the Durbar and (ii)whether we should sugggest that future distribution should give a greater share than heretofore to the State at the expense of the tract.

Point (i) requires early decision as the sudden stopping of all work has upset the calculation of the Commission. Reading para 69 of the Road Report it seems that the real intention is not to benefit municipal roads. It is unfortunate that our only agency for maintaining roads in the Tract is through the Commission. The grant is for the Administration but we have to use the Commission to execute the work. This has probably caused a pardonable mistake on the part of the Durbar. On the other hand it is a fact that of the 230 odd miles in the Tract approximately 200 are municipal roads.It is also a fact that the Municipality regarded the 63,000 as a windfall and owing to it they cut down their 1932/3 budget by 30,000.(I have this orally from Sinclair).

I admit it might look curious if we were to ask G.o f I. suddenly to revise their orders * especially in view of our letter** which caused them to be passed.

* S.N. 41

** S.N. 36

We should have first of all to upset the budgetry calculations of the Commission which would put them in a quandary which would certainly not be of their making. We should also have to explain to G. of I. that we had reconsidered the case and come to the conclusion that the share was not equitable .Perhaps in these

circumstances Resident would prefer to address G. of I. with regard to future grants. In this view a draft is submitted for consideration.

If however Resident wishes to give the Durbar a lump sum out of the 63,000 without prejudice to future arrangements it should be possible to obtain the concurrence of the G. of I. In this view an alternative draft is put up.

It is unfortunate that Cooke is away and will not be back till the 13 th as we await his views.

If a raid on the 63,000 is decided upon perhaps Resident might fix the sum. This would enable the work which has now been stopped to be continued up to 63,000 minus the sum to be given to the Durbar.

As regards answering Mysore's letter I do not think that we need do more than say that their representations have been forwarded for the sympathetic consideration of the G. of I.

Y 1 - 3 11 55

29

Mysore are in a weak position in that they are challenging our right to dispose of the Grant as this Administration thinks fit whereas previously* (see para 2 of SN 34) they have claimed the right to utilise the amount falling to their share as they think fit. They cannot have it both ways but at this stage and until we hear what G. of I. have to say I do not think we need take advantage of this slip.

* S.N. 34 S

Re Point (ii). This may perhaps await Cooke's remarks and neither the Draft to G. of I. nor its alternative need issue till we hear from Cooke.

6/4

Resident

You have not
yourself noticed on
the heels of
the Durbar's Cake.

I cannot seek his
release without the
prior Presidential
C & R Commission.
Meantime we may
wish to file
his papers in the collateral
ending his then
ordered Army Air
Force post home
now put in a
claim to [redacted]
the Army which
to the extent
being examined as a
report his home in
the event.
Meantime I am
K permitting visas
dependents for this
year to proceed.
They are in progress
at the ? have already
been sent. Please
wire disposition of
this case. Rec'd
6.7.4

32

A draft telegram as ordered in para 109 is put up for approval. Refee. K in the note at para 109 31 a. fr

The schemes sanctioned have no reference to any particular year. They were taken up towards the end of 1931-32 and were in progress till the Secy. instructed the Executive Engineer to stop further work. No reference to year need therefore be made in the telegram ~~to your~~.

V r. marar
9/4/32

Rect.

Secy. 33 — Issue & put up as 11 ᵃᵈ. 9/4

S.N. ~~56~~ 6 Issued No. 2541 Dated the 11th April 1932.

34 Submitted ~~as ordered above.~~

V. V. marar
11. 4. 32.

Secy. 35 — Put up on receipt of Madhva Rao Godse's ✓ & of I's answer 12/4

7 & 8

S.N. 5 A

P.W.E

Letter No. C29, dated the 9th April 1932, from the Govt. of India, Dept. of Industries and Labour P.W. Branch.

36

The copy of the letter from the Govt. of India wherein the C.C. has remarked - "This will interest Mirza! " may be given to R.O. at once with a copy of para. 3 of the letter to which it is a reply.

the C's remarks have been noted in the original letter no 2 ⊙.

14. 4. 32

P.C.N. 14/4/32

Letter T.13. Bang-534, dated the 5th April, 1932, from the Accountant General, Madras (T.13 Section).

Letter No.G.T.5/32, dated the 19th April, 1932, from the President, Municipal Commission, Civil and Military Station, Bangalore.

Reply has been received from the President, Municipal Commission, Civil and Military Station, Bangalore. No communication has yet been received from the Government of India with reference to the telegram at S.N.56 b.

In connection with the view expressed by the Coorg Retrenchment Committee that the test of petrol consumption ~~in arriving at the quota to Coorg is~~ was bound to give misleading results, the Government of India remarked that there was no other possible means of arriving at the consumption of petrol except that of sales. This view further strengthens the case for the C & M Station as the allotment ~~for~~ to the Station is based upon petrol consumption by sale in the area.

A copy of the letter from the Government of India has been brought on to this file.

File is submitted with reference to Secretary's orders ~~in paragraph 11~~ 8/12-4-32.

[Letter from the Accountant General, Madras (S.N.57) will be dealt with on return of the file from the Secretary.]

Vikramaraya
20/4/32

Secy.

R 2014.

* ~~HH~~

40 4/9

Please refer to para ~~109~~ 31 of notes and ~~MS.S.N. 56.~~ * 6

I am not quite sure whether Resident intends work to proceed until G. of I. telegraph their approval. As we ~~wr~~e only asking G. of I. to approve what they have already ~~xpprxmx~~ sanctioned perhaps we may proceed with the works.?

S.N. 5/8 (7)

Letter from PMC on the Durbar's claim to a share will be noted on after Resident has passed orders on above point.

Resident. 20/4/32

41

The situation was radically altered by Lloyd's letter. We have informed G. of I. of this & have asked their approval to permitting "sanctioned works to proceed". Pending such approval nothing more than is essential to prevent waste of money, i.e. not finishing off work half done - actually in progress should be consolidated & no more.

P.T.O.

TCD 20.4

42 I would like a number from E.E. on the publication.

Wells
22.4

43

Dictated draft to issue today.

44

Draft letter in continuation of our telegram (S.N. 56) on the lines of the P.M.C's letter (S.N. 57) and paragraph 3 of Government of India letter of 6th April (S.N. 56/B) and of office noting to be put up early.

25/4

S. N. 59

Issued No.2896, dated the 26th April 1932.

Memo.

45

Refce the grant from Road Fund given to C and M station, please ask P. M.C. to let me have a statement showing

Amount budgetted for roads from Municipal revenues.

Actual expenditure from same head.

and Grants from Govt and other funds

for the years

1913 or 1912-13 as the case may be. (I forget when the Municpal year ends)

1922, 1923, etc to 1931 (each year separately)

and the budget figures for present year.

46

Mysore may be asked to very kindly let me have similar figures for the Municipalities of Mysore and Bangalore.

24.4.32

47

Memo.

I want to see a list of all roads in C and M station, duly classified.

Refce my order about going slow with works being carried out with money granted by Road Fund, the E.E. may be permitted to go ahead with the works on Trunk Roads.

C.C.O.

24.4.30

48

A draft to the Govt. of India with reference to the Secretary's orders in para 123 ante will be put up on ~~the~~ return of the file.

49

Two drafts with reference to the Resident's orders in paras 124 to 126 are put up,

V.V. Marar
26th April 32.

Secy.

27/4

11

S.N. ~~60~~ (N.N) Issued No. 2953 Dated the 28th April 1932

S.N. ~~61~~ (K) Issued No. 2954 Dated the 28th April 1932

12

S.N. 62

Letter No.T,13.Bang.575 Dated the 21 st April 1932 from the Accountant General, Madras.

S.N. 63

Telegram No.572/I Dated the 29th April 1932 from the Govt. of India, F.& P. Deptt.

50

A draft to the Govt. of India with reference to the Secretary's orders in para ~~123~~ 44 ante is put up. All points have been touched upon. No reference has been made in the draft to the credit taken in the Ml. budget for a contribution from the 'Road Fund'-para 3 of S.N.~~58~~ 57- as this point does not affect the question on merits. The draft is provisional only. It may have to be further amplified after the figures called for from the P.M.C. and the Govt. of Mysore ~~in the letters at S.Nos. 60 and 61~~ with reference to Resdt. orders at paras 124 and 125 ante are received.

S.N. 60+61

51

In para ~~119~~ 40 ante it was stated that the P.M.C's letter would be examined after the Resident passed orders on the point raised therein.

S.N. 58

52

In para 2 of the P.M.C's letter ~~xx~~ it is stated that the high level of efficiency to which the Municipal Commission have brought their roads ~~have~~ entailed the investment of a considerable portion of their revenues. The following statement prepared from the figures available in the municipal administration reports for 1928-29, 1929-30 and 1930-31 (the latest years for which actuals are available) ~~would~~ illustrates this point.

Year (1)	Ml. Revenue (In lakhs) (2)	Expenditure on roads from ml.rev. excluding Govt. grants. (In lakhs)(3)	percentage of col. 3 to 2. (4)
1928-29	7.82	1.53	19.5 %
1929-30	7.45	1.67	22 %
1930-31	7.51	1.42	19 %

During the above period the expenditure incurred on roads averages Rs.~~824~~ 860 per mile (including capital expenditure) and Rs- ~~720~~ 752 per mile (excluding capital expenditure), the total length of roads being taken as 237

miles. The average expenditure per year from municipal funds on the roads during this period is about 20 percent of the Municipal revenues. The P.M.C's view that a considerable portion of the Ml. revenues is absorbed in the Station roads appears therefore to be correct.

54 The other points in the P.M.C's letter do not call for any remarks.

& S.N. 13. 55 In their telegram at S.N. 13, the Govt. of India sanction the continuance of the works in progress. This is in accordance with the order to the President Municipal Council at K in S.N. 10. Further orders to the President, Municipal Commission, are not required at present on this point.

* * * * * * * *

V.V. Marar. 9/5/32. P.M.R. 13/5.

S.N. 14 D.O. No. D.588-I/32, dated the 7th May 9132, from the the Deputy Secretary to the Govt. of India, Foreign and Political Department.

D.O. from Wingate.

56 Replies are still awaited to our letters to the P.M.C. and Durbar.

57 If Resident agrees this P.U.C. may be taken into consideration and the file returned for noting on receipt of replies from P.M.C. and Durbar.

Resident.

G.K.
15/5.

578

Yes, but E.E. Sh. he send copy of P.W.C. II & take to carry on with works sanctioned which are, or were, in progress.

O Teds
15.5

{16}

A draft to the P.M.C. with reference to the orders in para 58 ~~142~~ above is put up. Drafts I to IV already put up may also issue.

(7.5 / 32)

22/5

S.N.65 Issued No.3682 Dated the 1st June 1932
S.N.66 Issued No.3683 Dated the 1st June 1932
S.N. 67 Issued No.3684 Dated the 1st June 1932
S.N. ~~68~~ 17 Issued 3685 Dated the 1st June 1932
S.N.~~69~~ 16 Issued No. 3340 dated the 18th May 1932.
~~S.N.70.~~ ~~Issued No.4886 dated the 12th July 1932.~~

S.N. 73 17

Letter D.O No.Gt.33/32, dated the 21st May 1932, from the President, Municipal Commission, C. and M. Station, Bangalore.

The letter from the President, Municipal Commission ~~at S.N. 72~~ is to be considered apparently along with the information called for from the President, Municipal Commission and the Govt. of Mysore in the letters at S.Nos. 60 and 61.

~~Information has not yet been received from the Govt. of Mysore.~~ It may perhaps be useful for purposes of comparison with the figures at S.N. 73/a-17/a to have information as to the number of motor vehicles for which municipal tax was paid and the number of free licenses granted during the last five years in Bangalore and Mysore Cities.

If so the draft is for approval.

V.V. nair
2/6/32

8/6

Mysore's reply came ~~a~~ few days ago. Where is it.

Shown to Secy. on 10/6/32.

V.V. nair
10/6

18

S.N.74 Letter No. Pol. 1256/P.P.130-30-17 Dated the 2nd June 1932 from the Govt of Mysore

19

S.N.75 Letter No. Pol. 1272 Dated the 8/9th June 1932 from the Govt. of Mysore.

The information called for from the Government of Mysore in the letter at S.N.~~61~~ 12 is furnished in the ~~letter~~ enclosures to the above letters. Similar information called for from the P.M.C. in the letter at S.N.~~60~~ 11 has not yet been received.

18

S.N.74/a & b & S.N.~~75~~/a. 19

Submitted.

Vr-Anwar.
21/6/32.

Secy

S.N.76

Letter No. G.T.25/32 dated the 21st June 1932 from the President, Municipal Commission, C.& M. Station,

A summary of the statistics relating to expenditure on roads in Bangalore City, Mysore and the Civil and Military Station municipalities (at S.N.~~74~~18/a, ~~74~~18/b, ~~75~~19/a and ~~76~~20/a) is put up at ℓ.

The statistics were called for with reference to the orders of the Resident at paras ~~124~~ 45 & 46 and ~~125~~ ante.

The classified list of roads in the Civil and Military Station referred to in para ~~126~~ 47 is at S.N.~~76/b~~ 20/k

The statistics discloses the following facts:-

(1) the municipalities of Bangalore City and the Civil and Military Station budgeted for a larger expenditure than was actually incurred;

(2) for present purposes, expenditure from other sources may be ignored - being only a sum of Rs.1,000 per annum received by Mysore municipality from contribution from District ~~Boards~~ Funds, etc.

(3) the annual average expenditure incurred on roads is highest in Bangalore City municipality (.836 lakhs).

Vide stat. at 22/k.

(4) the Bangalore City municipality receives no subsidy from Government towards expenditure on roads,

(5) as between Mysore City and the Civil and Military Station, both of which get subsidies from Govt., the C.& M. Station has received more than twice the amount paid to Mysore City municipality.

(6) the ratio of expenditure (on roads) from municipal funds to expenditure from Govt. grants is highest in Bangalore City and lowest in the C.& M.Station.

With reference to the d.o. at S.N. 69 ℓ.

The President, Municipal Commission, has also furnished information regarding

17 S.N. 73

(1) the number of motor vehicles registered in the

Station

Station during the last 10 years and

17
S.N. 73/a

(2) the number of licensed motor vehicles, i.e., those which were licensed on payment of municipal tax and those which were licensed free during the ~~past~~ last 5 years.

The latter figures appear to be a truer index of the wear and tear of roads as a result of motor traffic than the former. Similar figures as to (1) the number of licensed motor vehicles and (2) the lengths of municipal roads and of trunk roads (i.e., running to the frontier of the State) where they pass through the two municipalities are not available for the municipalities of Bangalore City and Mysor But it is perhaps unnecessary to pursue the comparison among the municipalities further having regard to the views of the Government of India expressed in the demi-official at S.N. 64. 14.

S.N. 414

57 & 58

In paras ~~141 and 142~~ ante it was ordered that Mr. Wingate's demi-official should be taken into consideration on receipt of replies from President, Municipal Commission, and Darbar. The Demi-official makes the following observations:-

(1) Very little of the total mileage of the 'through roads' is contained in the Station and that on this account, the present distribution on the basis of sales between the State and the Station is not entirely satisfactory.

S.N. 64

(2) The Mysore Government are not strictly entitled to any share of the amount allotted to the Station.

(3) The Government of India are prepared to concede a substantial ex gratia payment to the State on a percentage basis, out of the share of the Civil and Military Station Municipality, having regard to the following points:-

(a) Much of the petrol sold in the Station is consumed on State roads.

(b) grants to towns should be for approved schemes on 'qualifying'

'qualifying' roads where they pass through towns subject to the following conditions:-

(i) Schemes are on roads (Class I) which are important from the point of view of more than one State or Province, or Revenue District (~~as~~ in Madras) or (Class II) which are important from the point of view of more than one Collector's District or Revenue Division (~~as~~ in Madras) or which serve as feeders to Railways, waterways or Class I roads.

Page 16 of proceedings of Road conference 19-4-1930. I).

(ii) the schemes form part of a consistent plan of road development.

(iii) the schemes are for construction, reconstruction or substantial improvement of roads, but not for repairs or maintenance.

Para 3(d) GOI. No. 64 IV)

(Schemes submitted by Local Governments for grants from Road Development Account which do not relate to Class I or Class II roads should be considered on their merits).

Page 15 of the conference proceedings I)

The case is examined below with reference to the observations in the D.O.-

(1) 'Through roads' passing through the Station.

'Through roads' are apparently those described as class I & II above. Definite information as to the lengths of roads of Classes I and II lying within the Station is not available. As the point has been raised generally to determine the Station's title to retain its share of grant, it seems desirable to have definite information on this point. It may be obtained from the Municipal Executive Engineer. The statistics furnished by him shows that there are 28 miles of suburban and military roads. The cost of the maintenance of these roads is met by Government by a grant to the Municipal Commission. These roads appear to be of sufficient importance to be entitled to their claim, if raised, being considered on merits by the Road Committee

S.N. 76/la

irrespective

irrespective of the fact whether they fall not under Class I or II.

(2) The second observation in the D.O. that the Mysore Government are not strictly entitle to the share allotted to the Station is an important admission which should dispose of the definite claim put forward by the Government of Mysore in para 6 of their official letter at S.N.~~59~~ and by the Dewan in his D.O. at S.N.~~49~~ and the note at S.N.~~64~~/a, to the share allotted to the C.& M. Station.

3(a) in para 15(b) above:- Much of the petrol sold in the Station is consumed on State roads. This is one of the considerations with reference to which the Govt. of India propose to make an ex gratia payment to Mysore out of the share allotted to the Station. There are two points to be noted in this connection. Similar grounds were urged by the Coorg Retrenchment Committee in support of a claim for a grant from the reserve with the Government of India. The latter then maintained that there was no other possible means of arriving at the consumption of petrol except that of sales. The second point is that ~~that~~ a counter-claim has been ~~contend~~ raised by the President, Municipal Commission, on behalf of the Station that large use of the roads in the Station is made by motor vehicles visiting it from outside.

3(b) in para 15(c) above. Conditions subject to which grants may be made to towns from Road Development Account.

The sanctioned schemes now under execution in the Station do not relate to maintenance works*. They also seem to satisfy the other condition that they should form part of a consistent plan@ of road development in the Station though a specific statement to that effect does not appear to have been made by the President, Municipal Commission. But whether the schemes are on 'qualifying roads' or not, is not clear.

The President, Municipal Commission may be requested

to

S.N.64

para 3 of S.N.56-B

S.N.58 para 1

*cf. telegram at S.N.~~41~~ excluding these items ~~of~~ note in para 5 ante.

@ cf. P.M.C's letter at S.N.~~35~~.4

to report (1) the lengths of class I and II roads in the Station and (2) to specify which of the development schemes already sanctioned, relate to these roads. He may also be requested to state whether among the sanctioned schemes not relating to Class I or II roads, there are any of sufficient importance which would have justified a claim for a grant from the Road Development Account to be considered on merits. He may also be requested to expedite the note called for in S.N.59 (5).

S.N. 64

If it is proposed to accept the suggestion for payment ~~of~~ ex gratia to Mysore Government out of the calculated share of the Civil and Military Station, the President may also be requested to state what percentage of the Station's share may be given up. In view of the fact that Govt. of India have decided not to impose upon the Govt. of Mysore precise and irksome conditions as to the submission of programmes etc., it is perhaps not necessary to insist that the Residency should be consulted as to the schemes on which the amount paid from the Station's share is to be spent.

S.N. 70

Government of India may be addressed after the further report now proposed to be called for from the President, Municipal Commission, is received. ~~It is ordered, A~~ draft ~~will be put up~~ to the President, Municipal Commission, is placed below for consideration.

V.V. Mavar.

6/7/32

Secy.

S.N. 78

Issued No.4585, dated the 12th July 1932.

Letter No.G.T.25/32, dated the 22nd July 1932, from the President, Municipal Commission, C. & M. Station.

The claim of the Government of Mysore to the share of the Road Development Fund allotted to the Station is set out in the letter at S.N. 50.2. The remarks of the President, Municipal Commission, C.& M.Station, thereon are in his letter at S.N. 58. 9

The Government of India permitted, in their telegram at S.N. 63. 13, works in progress in the Station to be proceeded with, the expenditure not exceeding Rs.63,000/-. The position was further explained in Mr. Wingate's demi-official at S.N. 64. 14. As already noted in para 154 the demi-official disposes of the claim, as of right, of the Government of Mysore, to the share allotted to the Station in the Road Development Account.

The questions to be considered further are (1) the extent to which roads in the Station satisfy the conditions laid down in the demi-official and (2) the amount that may be paid ex gratia to the Govt. of Mysore out of the sum already allotted to the Station and of the amount that may be allotted hereafter.

Item (1) was discussed in the notes in paras 151-157 ante. The President, Municipal Commission, who has submitted a report with reference to the points raised in para 157 ante says that there are 47 miles and 6 furlongs of roads in the Station (ringed red in the statement at S.N. 78/a) which form part of a through system from one district to another. These roads therefore fall under either Class I or Class II of the classification adopted by the Road conference and referred to in the demi-official and are eligible for a grant from the Road Development Account.

The position in regard to schemes already sanctioned in the station is as follows:-

	No.	Estimate. Rs.
(i) Schemes sanctioned	23	62,798
(ii) Schemes sanctioned on qualifying roads and on which work has commenced	11	41,788
(iii) Schemes sanctioned on qualifying roads on which work has not yet been commenced.	5	8,480

(iv)

	No.	Estimate
(iv) Schemes sanctioned on non-qualifying roads and commenced	3	4,310
(v) Schemes sanctioned on non-qualifying roads and not commenced	4	8,220

Items (ii) and (iii) are eligible for grant; items (iv) and (v) are not. But work has already been commenced on item (iv). It is necessary, therefore, to complete them if waste of money is to be avoided. The expenditure is correctly debittable to the funds of the municipal commission. But lest it should upset their budget calculations, the amount of the estimate Rs.4,310 may be treated as a temporary loan ~~from the Road Development Fund~~ from the allotment made for schemes in item (iii) which may be deferred till next year when the commission may make good the amount from their funds.

[The Accountant-General, Madras, has in a separate communication taken the view that some of the sanctioned schemes are of the nature of repairs and as such, ineligible for a grant. This question may be kept separate and need not be mixed up with the consideration of the present ~~question~~ one.]

The amount out of the present allotment of Rs.63,000/- made to the Station, against which there are no sanctioned schemes on qualifying roads comes to ~~63,000 — 50,268~~ = Rs 12,732. Though the Collector does not recommend any ex gratia payment to the Government of Mysore out of the allotment made to the Station, the amount shown above may perhaps be paid to them.

In the demi-official at S.N. ~~64~~ 14, it is suggested that an equitable division of the calculated share of the Station could be made between the State and the Station on a percentage basis.

In the first place, this suggestion proceeds on the assumption that 'very little of the total mileage of the through roads is contained in the Station'. This

assumption

assumption has been shown in para 63 to be ~~not quite~~ far from correct.

It is also observed from the list at S.N. ~~78~~/a that about 25 miles of through roads in the Station are classed as Cantonment roads, and are apparently laid out and maintained entirely at the expense of the Municipal Commission. It was stated in para 13 that the Municipal Commission was spending about 20% of its revenue on roads in the Station. It will be possible for the Commission so to shape ~~their~~ its programme of road development as to reserve the municipal funds as much as possible ~~to~~ strictly to Cantonment roads which are of purely local importance, while cost of improvements to through roads are met from the ~~share~~ allotment in the Road Development Account. In an earlier communication it was pointed out that there were about 200 miles of municipal roads in the Station, including paved lanes etc., in the bazaar area and other congested parts and that 55 miles and odd of Cantonment roads represent only the main thoroughfare that are metalled, and remetalled and surface treated. There is therefore great need to conserve the municipal resources for the development of roads of purely local importance. The President, Municipal Commission, has not also recommended any ex gratia payment either from the present or future allotments.

In view of the above facts it does not seem desirable at present to commit the Station Administration definitely to a fixed percentage reduction. The excess that is left over from future allotments after meeting the requirements of through roads in the Station may be paid ex gratia to the Government of Mysore.

If approved, the Government of India may be addressed on the above lines.

A draft will be put up after orders are passed.

V.V. Marar
27-7-32

Secy.

(Annexure-I-148)

§5 —

Please draft as above lines.
29
27.7

§6 —

A draft as directed above is put up.
Another draft to the President, Municipal Commission,
with reference to para ~~164~~ 80 is also put up.

V.V. Marar.
28/7/32

Secretary.

P.T.O.

S/194

Now I want a map of the Tract, the Bangalore Guide Map similar to that sent with the Retrocession File, and I want all those roads which are ringed as through roads at S.N. ~~78~~ 22/a (enclosure to PUC) inked in in red on the map.

Get the map (if we have not a copy) either from E.E. or District on the phone and then send to E.E. to comply. Tell him about it on the phone and say I want it by tomorrow evening.

This can be done quickly with no trouble and the file has been pending too long already.

Supdt R.O.
H.C.

3/8/32

88

A map as directed in para 171 is put up at JJ

V.V. Nayar.
4-8-32.

R 418

Secy. 59

The writing begins from para 77 but need only be read from para 64 as the draft explains itself.

The map I have had prepared indicates those roads which could be held to qualify for the grant as laid

on page 65 of the
Road Conference Proceedings
at first sight it might
appear that the qualification
has been made unduly
liberal but with the
exception of a neglected
bit in the South round
Cuttack Town & Kedarnadi
I think we can agree
that the roads would
be in constant use by
through traffic.
Draft is for consideration

Rendel

5/8

I am afraid, in their zeal to appropriate all they can for the C and M Station, Office have to a very great extent lost sight of the spirit underlying the principles of the road fund ~~grant~~ grants. A careful perusal of the Proceedings of the Road Conference will make it quite clear that in not a single Province in India have schemes within the boundaries of a ~~Province~~ Municipality been accepted or given any grant.

The detailed discussions of the Road Conference are most illustrative--and amusing--and had Office studied them carefully, they wd not have indulged in the amount of special pleading that they have done.

In the first place, it is very clear that, label the C and M station a Minor Administration as much as you will, for all the purposes of the Road Fund Grant it is nothing more or less than a Municipality and must to a great extent be treated as such.

Secondly, it is transparently clear that only roads that are trunk roads or feeders to trunk roads, inter-provincial and inter-district, or feeders to railways, and which are a part of a consistent plan of road development will be considered as eligible for grants.

Thirdly, it is impossible to apply the principles re sales, which Govt insisted on in the case of Coorg, to an area situated as is the C and M station. We may refer to the Govt reply as part of our case, but we must make it clear we are not putting all our weight on it and that we recognise the fact that each case must be considered on its merits. I may say that, in my opinion it is only the latter dictum, that entitles the C and M station to one rupee. If it was situated within British India it wd not get one anna.

Fourthly, Wingate's d.o. has practically been disregarded, which is unwise. As a matter of fact, the arguments put forward therein are to my mind very sound and we would look extremely foolish if we in the face of it and in face of all the facts we went up up to Govt with a draft such as that which has been put forward for my approval. It is our business to hold the scales evenly and try and see both sides of a case. The draft put up wd have come very well from the President of the C and M station. It is hardly one for this Residency to put forward to Govt.

13th

in Lanarkshire map

I have marked on the accompanying the only roads that I am prepared to consider as being in any way entitled to a grant and the amount of that grant must be ~~what it is~~ the sum required to bring them up to modern standards, OVER AND ABOVE the average annual expenditure of the last 3 years on such roads. Will office please work out roughly what ~~xxxxxxx~~ percentage of the Road Fund Grant will be needed for the purpose. We shall then be in a more reasonable position to make a recommendation to Govt. Reply within 48 hours please.

Handed to H.C. personally. cl. 4. form. 12.2.42

12.2.

P.T.O.

-96

The information required by the Hon'ble the Resident in paragraph 179 is worked out below on the basis of the data suggested in that paragraph:

(1) The length of roads marked in deep blue in the map.		10.77 miles.
(2) The expenditure incurred on them during the last three years:-		
		Rs.
1929-30.	..	4,888
1930-31.	..	14,369
1931-32.	..	14,942
		34,199
		Rs.
(3) Average Annual expenditure.	..	11,399 or 11,400/-
(4) The estimated cost of bringing the above roads to modern standards - which includes a coat of metal and spramex dressing the surface.		75,000
(5) Excess of item (4) over item (3).		63,600
(6) Share allotted to the Civil and Military Station with reference to the income in the Road Development Account during 1929-30 (the year of the levy of the additional duty on motor spirit) and during the half year ending 30th September 1930.		63,000
(7) Estimated share of the Civil and Military Station, on the basis of the figures referred to in (6) above, for the 5 years ending 1933-34 during which the levy of the additional duty was sanctioned by the Indian Legislatures in their Resolution dated the 4th February 1930 and 4th March 1930. See clause 1.		42,000 x 5 = 2.10 lakhs.
(8) Total amount required for the Station - item 5 above.		63,600
(9) Percentage of item (8) to item (7).		32.8.
(10) Amount admissible to the Station out of the allotment so far made on the basis of the percentage worked out in item 9.		20,664.
(11) Amount that may be made over to the Government of Mysore out of the present allotment.		63,000 -20,664 42,336

Item 9 above gives the percentage required in para. 179.-

A spare Bangalore Guide map required by the Resident is put up at GG.

Secy.

V.V. Mani
15/8/32.

* I sent H.C. to find out from E.E. this afternoon.

The amount spent up to date out of the road fund is approx: 37,500/-. Of this only 16,300 has been devoted to any portion marked by Resident as qualifying and those portions are South Parade, Dumlur Road (including the Cambridge Road section) and the Hosur Road. The remaining portions marked by Resident as qualifying have not yet been touched.

The total amount required for developing the roads marked by the Resident as qualifying (to be known hereafter as the Blue roads) is 63,600. We may therefore spend at once on the Blue road 63,000 (our share of the grant) minus 16,300Ø- already spent.

The clerk suggests that we should hand over the unspent portion now to the Durbar and wait till we get further instalments before proceeding with the balance.

The clerk also suggests that the money already spent on reads held to be not qualifying must be refunded by the Municipal Commission. This will be 37,500 minus 16,300.

I have spent some time this afternoon with the clerk and find that I cannot do the file properly in the time allowed by the Resident. The file was ordered to be ready by noon today but I could not do this. The more I work with the Head Clerk on this file the more confused do I become. I regret having to send the file up in this condition and request that I may be given till tomorrow evening to work it out.

Resident. 16/8/32.

98

Let us be clear on three points.

1. We are not concerned with the £63, ~~one~~ already granted or how it is spent. We are giving none of it to Ireland.
2. We are concerned with future grants only.
3. We are not concerned with putting the 10.7 miles in order all at once. They will be dealing degree.
4. We want to know what "3" will call. Distance from that probable ~~ar~~ ex. of the 11.4 ~~one~~ x the total ~~cc~~ ~~le~~ le. be our fair demand from Road Fund.
5. Probably $\frac{1}{3}$ c.M.S. & $\frac{2}{3}$ M.S or $\frac{1}{4}$ c.M.S & $\frac{3}{4}$ M.S would be reasonable.

?

C.M.
16.5

Reference: Orders in para 182 *ante*.

Point 1. For orders whether ~~Presumably~~ the Hon'ble the Resident ~~intention is~~ intends that the Municipal Commission may be allowed to complete all schemes from the Road Development Account already sanctioned (viz., 23 in number at an estimated cost of Rs.62,798/-). even though the majority of them ~~schemes~~ are on non-qualifying roads.

Point 2. The amount that will, hereafter, i.e., during the next 3½ years ~~for~~ of the 5 - year period ending 1933-34, accrue to the Station on the basis of the present distribution is ... Rs. 1.47 lakhs as shown below:-

Amount which accrued to the Station during the 18 months ending 30th Sept. 1930	Rs. 63,000/-
Amount for one year at the above rate	Rs. 42,000/-
Amount for 3½ years at the above rate	42,000 X 3½ = Rs.1. 47 lakh

Points 3 and 4.(a) The Municipal Executive has estimated the cost of bringing the 10.77 miles (blue roads) to modern standards at ... Rs.75,000/-

(b) 4 sections of ~~these~~ roads in (a) above (viz., South Parade, Domlur Road -2 sections and Hosur Road) will be completed from the allotment already made at a cost of Rs.20,000/-

(c) Development of the remaining sections of the blue roads will cost Rs.55,000/-

(d) The annual average expenditure ~~xxxxxxxxx~~ on (a) to be deducted is Rs.11,400/-

(e) The grant that will be then admissible will be Rs.43,600/-

Point 5. The proportion of Rs.43,600/- (item (e) above) to Rs.1.47 lakhs (i.e. point 2 above) is ... 7/ 24

or

or 29.6 per cent.

The Resident has stated that 1/3 (i.e. 8/24) or 1/4 (i.e.6/24) will be a reasonable share of the Station. For orders as to what ratio, 6/24, 7/24 or 8/24, may be adopted. The balance will be Mysore's share.

187

After the Resident has passed orders on the above points a draft to the Govt. of India will be put up.

V.V. Nair.
22-8-32.

22.8.32

(From para. 182)

Resdt.

184 — Having brought the 10.77 miles up to a standard what will be the annual cost of maintaining them in that condition?

22.8

Para 188 above.

The average annual grant for maintaining these roads will be approximately Rs.25,500/-.

V.V. Nair
23/8/32

106

Resident.

Some of 14,000 have 1.2
1/3 of tea at annual
road fund cost.
Make it 1/3
to cars & 2/3
to Tyres.
Draft please.

DC.
23.8

107
Para 91 alone.

A revised draft is submitted.

Secretary

V.V. Mavar.
24/8/32

25/8

109 — Revised Shipping amended
Tables ~
excellently.

DCS
25.8

10 [Road Development File.]

Resident wants to know why so large a sum as 63,600 is required to bring the 11 miles up to modern standards having regard to the fact that they are already tarmaced and in good condition.
He requires detailed estimates.
He also wants to know why once they are so improved it will require 25,000(~~=check~~) to maintain them annually.~~(?).~~

[H. Clerk to speak with file this morning.] 26/8

11 Above is correct. Please put up with file for Asst. inform. by tomorrow. 26/8

12 A draft U.O. Note is submitted.

V.V. Iyer. 26/8/32

Seen

(Issued U.O. no. 5688 dt the 26-8-1932)

Reference para 194 ante.

In para 9 of the U.O. note below the Executive Engineer explains how the recurring cost of maintenance of the 11 miles of roads has been fixed at Rs.25,000. Full details of the estimate of Rs.75,000/- (the intitial cost) have not been furnished but he has explained the necessity for the amount.

He suggests that 2 important lengths (Cubbon Road and Halsur Road) of about 1½ miles of roads may be added to the through roads raising their total length to 12.25 miles without any corresponding addition to the intitial and recurring costs. It is for orders whether this may be done. If so in paras 4 and 5 of the draft for "11 miles" "12 miles" may be substituted.

The draft letter is addressed to the Secretary to the Govt. of India, Department of Industries and Labour, with reference to Foreign and Political Deptt. letter No.D.1232-I, dated the 16th May, 1932.

For orders as to the issue of the draft.

M.V. Mahar.
26/8/32

Secretary

If above is not sufficient we may be asked to give more detailed estimates.

Rest deal

Issued No. 5780 & 30/8/32

Ex 27 Thank you! accept the extra roads i.e. 12.25 in all.
R.Cs 28.8.

- 24
S.N. ~~103~~
~~p.u.c.~~

Letter No.Fol. 496/P.P.30-30-27, dated the 16th Novr., 1932, from the Government of Mysore.

~~119~~ 119

A report on the claims of the Government of Mysore to the share alloted to the Station in the Road Development Fund was sent to the Government of India towards the end of August 1932.

23.
Vide S.N. ~~88~~

With reference to the p.u.c. the Government of India may perhaps be reminded. Draft submd.

Vr. marau.
10/XII/32

Secy.

~~120~~ 120

Unless the matter is really urgent, we cannot remind G/I (under six months. Sd 12

Resubmit.

(Para 203 only)

Secy. shown

~~20~~ 19

13.12

25

S 11 ~~1933~~

D. U. C.

Letter No. D.3060-I/32, dated the 7th December, 1932, from the Govt. of India, Foreign & Political Deptt.

122

× 23.

Please see S.N. ~~88~~. Government of India approve of the proposals therein.

Draft letter to the Government of Mysore is submitted.

V.V. Mani
7/12/32

(Para 205 only)

Secy.

123 ~~-06~~

I have put up a revised draft for consideration as the original draft seems to me to enter into details which it would be wise to avoid. The less we explain what we are doing the more will ~~be~~ the ex-gratia nature of the concession be emphasised.

Recd.

To be submitted on return of Secy.

~~207~~ 124 I agree

S.I

S.N. 26. Issued No: 200 & the 10th 1-33.

IMMEDIATE.

U. O. Note

Road Development in the C. and M. Station, Bangalore.

Please furnish by to-morrow (13th August) evening, information as to :

(1) the exact length of roads covered by the portion marked in heavy blue in the accompanying map,

(2) the actual expenditure incurred on them during the last three years, and

(3) the cost of bringing them up to modern standards.

V. V. Iyer
12/8/32

Secretary

To The Municipal Executive Engineer, U. O.

OFFICE OF THE EXECUTIVE ENGINEER. No. R.2812 Date. 15/8/32 BANGALORE. STATION MUNICIPALITY.

12
8

The information required is given below:-

i. The length of roads covered by the portion marked blue is 10.77 miles.

ii. The expenditure incurred on them during the last three years is as follows:-

1929-30	Rs. 4,888.
1930-31	, 14,369.
1931-32	, 14,942.
	34,199.

iii. The cost of bringing these roads up to the modern standards will be roughly Rs.75,000/-, which includes a coat of metal and spramex dressing the surface.

W. Sinclair 13/8/32
Executive Engineer.

To
The Secretary to the Hon'ble the Resident, in Mysore, Bangalore U.O.

13/8

The Expenditure incurred up to end of August 1932 will not be less than Rs 35000/-. This includes Shamva already purchased for a couple or three roads & the value of Rs 5000/-.

The unmeasured works consisting of stone ballast & Chibo collected but not actually paid amounts to about Rs 25000/-.

The total Expenditure up to before the letting in mined figures as Rs 3,75000/-.

W.V.
16/8/32

On the Four roads
viz. South Parade
Down the Road (2 sections)
Hussein Rd

The Estimated figures were given as Rs 19882/-
but actual expenditure incurred is Rs 16300/-.

IMMEDIATE.

12b.

Please see para 2 ante.

"Having brought the 10.77 miles up to a modern standard, what will be the annual cost of maintaining them in that - condition?"

Id. R.C.B.
22.8

As the Hon'ble the Resident wants this information urgently kindly furnish it by 12 noon tomorrow - the 23rd August 1932.

22/8
for SECRETARY TO THE RESIDENT.

22/8.

To

U.O.No.5585
22nd August 1932

The Executive Engineer, C.& M.Station, Bangalore - U.O.

The average annual grant for maintaining these roads will be approximately Rs.25,500/-

23/8/32
Executive Engineer.

R28/2
23/8/32

To

The Secretary to the Hon'ble the Resident,
in Mysore, Bangalore. U.O.

2.30 p.m.
23/8

IMMEDIATE.

Office of the Resident in Mysore,
Bangalore, 26th August, 1932.

ROAD DEVELOPMENT IN THE C. & M. STATION.

In your U.O. Note dated the 13th August, 1932 the cost of bringing up to modern standards the 10.77 miles of roads shown in deep blue in the attached map was estimated at Rs.75,000/- and in your further note dated the 23rd August '32 the cost of their maintenance was estimated at Rs.25,000/- per annum.

Please furnish details for the estimate of Rs.75,000/- and say whether the roads in question are not already tar-maced and in good condition. If so, please give full reasons showing why such a large amount is required (a) for their initial development and (b) subsequent maintenance.

The reply to this reference may kindly be sent by the 27th August, 1932.

SECRETARY TO THE RESIDENT.

W.O No 5688
26th August 1932

To

The Municipal Executive Engineer,
Civil and Military Station, Bangalore - U.O.

24/8

To give the 10.77 or roughly 11 miles a single coat of spramex would cost very approximately Rs.23000/- viz;-

11 X 1760 X 6 (average width) - 116160 Sqr Yards;
@ -/5/- per Sqr Yard - Rs.36500/-

To keep a road in thorough condition according to - Modern Standards, with traffic annually increasing as regards speed and weight these roads will have to be given one spray every 18 months- the cost therefore annually would be:-

36500 X 2/3 - Rs.23000/- approximately in round figures. To this a sum of Rs.250/- per mile would have to be added for attention to berms, drains, sanding for bleeding patches or Rs.2750/-; so that the total would be 23000 plus 2750 or a rough figure of Rs.25000/- would be about correct.

As regards the initial cost of bringing these roads up-to modern standards a resurfacing coat will be necessary and in one or two of the main lengths of extra heavily worked - roads a spray coat of asphalt or bitumen will not suffice, and a seal coat will have to given e.g., The Dumlur Road for which the cost of a seal coat would be approximately over Rs.20000/-

The Rs.75000/- as quoted therefore allows for all these thorough overhauls if roads are expected to be kept in first class condition as laid down in the British Specifications for up-keep of Modern Roads.

In this connection it may be mentioned that a very - important length forming a part of through communications has been omitted, viz;Cubbon road, short length of Dickenson road, and the Hulsur road. It will be seen from the map that this is just as important a length (and as much used) as the blue length Queens road, South Parade, and Trinity road.

If possible this may be included which would alter the total from 10.77 miles to 12.25 miles.

This may be taken as the mileage and the figures 75000/- and 25000/- allowed to stand unaltered.

It may be mentioned that the estimate as originally prepared

prepared (for Rs.63000/-) duly sanctioned and orders given to start work included several other lengths of road which were partially or wholly completed before any intimation was - received that the Petrol Tax Share was likely to be withheld.

W.O. R2812
26. 8. 32

W. Sinclair
26/8/32
Executive Engineer.

26/8/32

To
The Secretary to the Hon'ble the Resident,
in Mysore, Bangalore, U.O.

26/8
6.30 PM

CORRESPONDENCE.

S.N.1

(1

No. 2463.

DEWAN OF MYSORE

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
14 MAR. 1932
Regd. No. 2521
D. No. 373/31

Bangalore,

10th March 1932.

My dear Colonel Burke,

I returned from Delhi on the 8th night. I was hoping to see you here and talk over certain matters which must now wait till we meet again some months later. I have to go up North again to attend these interminable meetings.

There is one matter in which I am anxious to secure your support and it is in regard to the sum now allotted to the C & M Station as its share of the petrol tax. I am not quite sure if the C & M Station Municipality is really entitled to it. In any case, it seems to me that you as a citizen of that part of Bangalore are as much interested in the improvement of the trunk roads as any one of us living in the city limits. I am anxious to tar the main roads radiating from Bangalore, especially the one to Mysore and on to Coorg and Ooty. If we could be sure of this additional sum we could go ahead with our programme; otherwise the progress would be very slow. Don't you think you could help us in this matter, without feeling that you had sacrificed the interests of the C & M Station in the slightest degree?

Yours sincerely
Mirza M. Ismail

The Hon'ble
Colonel R.J.C. Burke,
Resident in Mysore.

S.N.2

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 15 - 3 - 32

No. Pol. 997
P.P. 130-30-14

From

N. MADHAVA RAO, Esq., B. A., B. L.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

Captain G. Kirkbride,
Secretary to the Hon'ble the Resident in Mysore.

OFFICE OF ... MYSORE.
16 MAR 1932
No. 2662
2713

Sir,

Subject:- Additional Duty on Petrol for Road Development.

In continuation of Mr. B. Srinivasa Iyengar's letter No.Pol. 902 dated 22nd February 1932, I am directed to communicate the further views of the Durbar on the above question.

2. From the Report of the Road Development Committee, on whose recommendation the levy of the additional duty on petrol and its distribution to the Provinces and States is based, it is clear that the object of the levy was to promote the development of a system of high-ways or 'arterial routes' and that there was no idea of applying its proceeds to the improvement of Municipal roads, or the amenities of purely local traffic.

3. To quote from the Report of the Committee: "The road system of India cannot be satisfactorily developed without the co-operation of the States through which many arterial routes necessarily run. The additional duty which we propose for purposes of road development will fall alike on petrol consumed in the States and in British India; and it would be unreasonable to expect their co-operation unless they also receive some financial assistance from the proceeds. The way in which such assistance should be given is a matter for arrangement between the Government of India and the States and is outside the

(3

scope of this Committee." (Vide para 75 of the Report.)

The Station Municipality, like the Municipalities of Bangalore and Mysore, levies its own taxes on motor transport for municipal purposes but neither the Station, nor the Municipalities mentioned, can properly claim to participate in the proceeds of the petrol duty, which is a special tax for a distinctly provincial object viz., for the improvement of trunk roads. And the fact that a portion of the duty is derived from the inhabitants of the Station or of the other Municipal areas mentioned above cannot affect the position. It must be remembered that the inhabitants of the Civil and Military Station are equally interested in the proper maintenance and improvement of the trunk roads, the Station being situated in the heart of the State.

The Road Development Committee considered this aspect of the question and recorded its views in the following words:- "It has also been objected that a great part of a duty on motor spirit will be paid by motor transport in large towns, and that the receipts will be spent on extra-municipal roads from which the towns derive no direct benefit. Objections of this nature are perhaps an inevitable incident of ad hoc taxation, and may be a reason why such taxation should be avoided. But in this case, it is not difficult to show that the complaint is over-stated. It may be assumed that part of the proceeds of the duty will be spent on main roads leading into large towns, and on the improvement of their approaches generally. It should be obvious that the improvement of communications between a town and the surrounding country would not only benefit the country but also bring reciprocal advantages to the town." (Vide para 69 of the Report.)

From the above, it would seem to be appropriate that the whole of the grant given to the State (including the Civil and Military Station) should be utilised for the improvement of trunk roads in the State. His Highness's Government will be glad if such an

(4

an arrangement could be recommended by the Hon'ble the Resident for the consideration of the Government of India as being in consonance with the real objects of the Road Development Fund.

I have the honour to be,

Sir,

Your most obedient servant,

N Madhava Rau

Chief Secretary to Government.

kny

S.N.3

25.3.1932.
28th.

D.O.No. 2235

My dear Sir Mirza

Please see your d.o. 2463 of the 10th inst. I should have replied earlier to this, but sent your letter to Bangalore to ascertain if any official representation had been received and it only came back to me to-day. I understand that a representation has been received and is in course of submission to me. You may be sure that I will give it an impartial consideration and do anything I can to help you subject to the just interests of the C. and M. Station, whose representatives will, I fancy, have something to say in the matter.

Yours sincerely,

Sd. R.C.Burke

Sir Mirza M. Ismail, Kt., C.I.E.,O.B.E.,
Diwan of Mysore.

O/c.

28.3.32.

S. N. 4 (6 1 52

Office of the Resident in Mysore,
Bangalore.
Dated the 31st March, 1932.

No. 2266
Sec. 1

S.N.50 2 ante

No.Pol.997/PP.130-30-14, dated the 15th March, 1932, from the Chief Secretary to the Government of Mysore.

A copy of the marginally noted letter, is forwarded to the Collector and President, Municipal Commission, Civil and Military Station, Bangalore, for early remarks with reference to the correspondence ending with his letter No.Gt.5/32, dated the 12th February, 1932.

S.N. 46 9

o/c

for SECRETARY TO THE RESIDENT.

vdg.
31/3

S.N. 5

55

(7)

4/4/32

My Dear Kirkbride,

I am afraid I forgot two important items of work when I mentioned 10000/- for the South Parade to Dunlop Road. The total actual expenditure incurred on roads entered in the Petrol Tax fund estimate is Rs 20000/-

S.N.6

DEPARTMENT.

BRANCH.

File No.

Serial No.

Draft Letter / Memorandum / Telegram

TELEGRAM

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line† — *Only for Foreign Telegrams. †Not for Foreign Telegrams.

To be issued on | Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required 7/273-31(S)

Date of despatch of above S.N.~~41/a~~R

List of enclosures ~~(Code/Cipher Telegrams)~~ S.N.50 Y

No. Dated 19

From

RESIDENT MYSORE

To

POLINDIA

SIMLA

REFERENCE CORRESPONDENCE ENDING YOUR TELEGRAM 1274 I JANUARY TWENTIETH DEVELOPMENT OF ROADS IN BANGALORE AAA MYSORE HAVE NOW CLAIMED THE SHARE ALLOTTED TO CIVIL AND MILITARY STATION AAA CLAIM BEING EXAMINED ~~AAA~~ and REPORT WILL BE MADE ~~IN DUE COURSE~~ shortly AAA MEANTIME I AM PERMITTING SANCTIONED WORKS TO PROCEED AAA THEY ARE IN PROGRESS AND RUPEES TWENTY THOUSAND SPENT ALREADY have been AAA PLEASE WIRE APPROVAL OF THIS COURSE.

9/4

9/4

S. 5.

MGIPC—S1—1788(Gl)DCF—(G.343)—11 7 20—50,000 Pads.

FROM

THE Hon'ble the Resident in
Mysore,

Bangalore.

TO

THE Political Secretary to the
Government of India,
Foreign and Political Deptt,
Simla.

Post copy of Telegram No. ~~24~~ 2541, dated the 11th April, 1932.

REFERENCE CORRESPONDENCE ENDING WITH YOUR TELEGRAM 127-I JANUARY TWENTIETH DEVELOPMENT OF ROADS IN BANGALORE. MYSORE HAVE NOW CLAIMED THE SHARE ALLOTTED TO CIVIL AND MILITARY STATION. CLAIM BEING EXAMINED AND REPORT WILL BE MADE SHORTLY. MEANTIME I AM PERMITTING SANCTIONED WORKS TO PROCEED. THEY ARE IN PROGRESS AND RUPEES TWENTY THOUSAND HAVE BEEN SPENT ALREADY. PLEASE WIRE APPROVAL OF THIS COURSE.

S/C

Superintendent, Resident's Office.

vdy.
11/4

D.P.P.—675S&P—(G-1082)—8-3-30—1,00,000.

S.N.7

Para 3 of letter No.751/107-28B, dated the 19th March, 1932, from the Secretary to the Chief Commissioner of Coorg, Bangalore, to the Secretary to the Government of India, Department of Industries and Labour, Public Works Branch.

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3. In this connection, I am also to say that the Coorg Retrenchment Committee have pointed out that the test of petrol consumption in arriving at the quota to be allotted for Coorg as its ordinary share from the road development account is bound to give misleading results. The Committee have stated that it is difficult accurately to estimate the exact quantity of petrol consumed in Coorg for the following reasons.

The main roads in Coorg are the highways from Madras and Mysore to the West Coast, and a number of Motor Vehicles from outside are constantly plying through Coorg roads using petrol purchased either at Mysore, Mangalore or in Malabar, with the result that Coorg is not given credit for the quantity of petrol consumed while the vehicles run within Coorg limits. The Committee have therefore strongly urged that the claims of Coorg for a special amount from the reserve fund be put before the Government of India for favourable consideration.

GOVERNMENT OF INDIA.

Department of Industries and Labour.

Public Works Branch.

No.C29

New Delhi, the 6th April, 1932.

From

The Hon'ble Mr. J.A. Shillidy, C.S.I., I.C.S.,

Secretary to the Government of India.

To

The Secretary to the Chief Commissioner of Coorg.

Special grants for the Makut Ghat Road in Coorg from the reserve in the road development account.

Sir,

With reference to your letter No.751/107-28B, dated the 19th March, 1932, in which the Government of India are asked to increase to Rs.38,000 the contribution which they contemplated giving from their reserve in the road development account for asphalting the Makut Ghat Road, I am to say that the Government of India regret that they are unable to accede to your request. The sum of Rs.30,000 which the Government of India are prepared to contribute was arrived at after careful consideration of the circumstances and represents the limit to which the Government of India feel that they can go in present circumstances. Upon the figures at present available in respect of petrol consumption, which are however being overhauled, it appears that the share of Coorg in the road development account amounts to - Rs.8,000 round per annum and the Government of India consider that, in the special circumstances of the case and in view of the importance of the Makut Ghat Road, it is better that this sum should be applied to some definite work of improvement than that it should be dissipated in miscellaneous minor works. The Government of India consider therefore that, the share of the local Administration for three years or a sum of Rs.24,000 in all should be applied to this work. A sum of Rs.30,000 will be

provided

(12

provided from their reserve and it will thus be necessary to find only a sum of Rs.1,800 from other local resources for the completion of this work.

2. As regards the arguments set out in the second part of paragraph 2 of your letter, I am to say that work of this nature is, the Government of India understand, invariably carried out gradually upon a water-bound macadam surface as it falls to be renewed from time to time, and cannot in any event be carried out upon an old or badly worn surface. The Government of India feel that it must always have been contemplated that this work would gradually be carried out at the time of periodic renewals of the surface, which renewals are a debit to the maintenance grant, and they cannot feel that the fact that these renewals have to be carried out is in any way a new one or can be held to alter the circumstances in which they decide to give the grant in the first instance.

3. As regards paragraph 3 of your letter, I am to say that there is no other possible means of arriving at the consumption of petrol except that of sales and that, while the Government of India agree that there may possibly be some considerable -- - quantities of petrol consumed on Coorg roads which are purchased outside, they feel that, in making the substantial grant from the reserve which they contemplate, some allowance is already being made for this fact. As regards paragraphs 4 and 5 of your letter, I am to say that the Government of India regret that, as at present advised, they can see little or no prospect of being able to increase their grants from the reserve in the road development account for any other schemes in Coorg, and they would remark that, in view of the fact that three years' local share in this account will be absorbed on the Makut Ghat Road, the question of bringing the other roads concerned under the road development scheme is largely one of academic interest. They would be prepared, however, to consider any schemes which you may put forward for the expenditure upon these roads of the balance of the local share in the road development account.

C/3

4. The Government of India expect shortly to receive the correct figures of petrol consumption which are being compiled by the oil companies upon the basis of the classification of selling stations which has recently been carried out, and they hope, within the next two months, to be in a position to intimate the precise amounts which fall to the share of the local Administration to date.

5. In the meantime I am to say that Audit is being informed that expenditure against the estimate for asphalting the Makut Ghat Road to which administrative approval and technical sanction was granted in this office letter No.C22 of 16th October, 1931, may, to the extent of 54 per cent of Rs.30,000 whichever is less, be debited to their reserve in the road development account from time to time as the expenditure is incurred. It follows that the progress of expenditure will depend upon the rate at which the balance can be provided locally.

6. I am to add that the Government of India will bear in mind the request made in your letter for more generous consideration should circumstances improve, but that no hopes can be held out at present of any additional contributions from their reserve.

I have the honour to be,
Sir,
Your most obedient servant,

Sd/- J. A. SHILLIDI,
SECRETARY TO THE GOVERNMENT OF INDIA.

H. O.
14 2,000—16—7—1931.

No. G.T. 5/32

CIVIL AND MILITARY STATION, BANGALORE.
MUNICIPAL OFFICE.
DATED 19th April 1932.

From

G. H. COOKE, ESQ., M. C., I. C. S.,

President, Municipal Commission,
C. & M. Station, BANGALORE.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
20 APR. 1932
Regd. No. 3720
Fls. No.

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

SIR,

Subject:- Apportionment of the proceeds of the additional duty of two annas per gallon levied on petrol for the development of roads.

With reference to your endorsement No.2266 dated the 31st March 1932, forwarding for my remarks a copy of letter No.Pol.997/P.P.130-30-14, dated the 15th March 1932, from the Chief Secretary to the Government of H.H. the Maharaja of Mysore, on the above subject, I would protest strongly against the proposal of the Mysore Government that the whole of the grant from the "Road Fund" should be given to the State for the improvements of its trunk roads. As matters stand at present, the State gets nearly 4 times as much as the Station as its share of the Fund. To say that there was no idea of applying the proceeds of the Fund to the improvement of Municipal roads and that, therefore, the Station roads should not get anything is to ignore the peculiar position of the Station as a large Military Station and a Health Resort of All-India fame, where Europeans and Anglo-Indians have settled in large numbers. The Station is a self-contained area with a Local Government to administer its affairs and directly responsible to the Government of India and it may not be out of place to mention that the Mysore State gains not a little in importance owing to the existence of the Station in its midst. The very fact that much of the petrol revenue is derived from the Station limits and not from the contiguous City of Bangalore, proves the large use of the Station roads by motor traffic which consists not merely of motors kept in the Station but of a large number of motor vehicles

P.T.O

(57)

visiting the Station from outside.

2. Some of the roads in the Station are really main traffic routes and should be classed as "Trunk roads". The Station Municipality does not get any grant from the Government of India for its General Road system except Rs.10,490/- for purely Military roads and Rs.8,000/- for suburban roads. The high level of efficiency to which the Municipal Commission have brought their roads entailed the investment of a considerable portion of their revenues. The expansion of the Commission's activities, without a corresponding expansion of its revenues, leaves very little money to be spent on the development of their roads and unless the Commission get a contribution from the "Road Fund" which is legitimately theirs, all schemes of road development in the Station will have to be abandoned, especially in view of the fact that the Commission, in the near future, will have to incur an enormous expenditure, which they have been called upon to meet from their own resources, when the new Water Supply scheme comes into force.

3. A further contribution from the "Road Fund", on the basis of that already sanctioned by the Government of India, has been included in the current year's budget estimates of the Municipal Commission, while arrangements have already been made to carry out the works already sanctioned from an allotment of Rs.63,000/- and a considerable sum has been spent. If, at this stage, any concession is given to the Mysore State in response to its representation, all the budget calculations of the Commission will be upset. In the circumstances, I am strongly of opinion that the Station is justly and legitimately entitled to its share of the proceeds of the "Road Fund" for the development of its roads as has been decided already. The Station contributes its quota to the additional duty levied on petrol and must, in common Justice, get its share of the proceeds of that duty. The deprivation of the whole or any part of that share will be deemed by the residents of the Station as most inequitable. I request that the Hon'ble the Resident may be pleased to support the claims of

the

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the Station in this behalf and to see that it gets its proper share.

4. Although a comparison of the Station Municipality with the Municipalities of the Bangalore City and Mysore attempted by the Mysore State is hardly just, I should be interested to know if the State would apply the principle, which it wants to enforce in the case of the Station, to its two Municipalities in question.

I have the honour to be,
Sir,
Your most obedient servant,

14.4.32

President, M. C.

MVL.

19/4

No. 2896 S.N.10 26th April 1932

From

The Secretary to the Resident.

To

The President,
Municipal Commission,
C. & M. Station, Bangalore.

Sir,

Please refer to my memorandum No.1000, dated the 8th February, 1932, sanctioning all schemes for the development of roads in the Civil and Military Station which are proposed to be financed from the Road Development ~~Account~~ grant except those relating to re-metalling or re-surfacing. Subsequent to the passing of the above orders the Mysore Government put in ~~their~~ a claim for the whole of the Assigned Tract share of the Road Development Fund. As a result of this ~~letter~~ claim, the Hon'ble the Resident ordered that no expenditure should be incurred out of the grant until the orders of the Government of India were received.

In

In view of the urgency of the matter these orders were orally communicated by me to the Municipal Executive Engineer on the 3rd of April.

2. I am now directed to say that the original situation in which the grant was authorised has been radically altered by the representation of the Government of Mysore. Of this the Government of India have been informed and have been asked to allow sanctioned works to proceed. Until the Government of India signify their approval to this course no more work should be done than is essential to prevent waste of money. Work already half done should be finished. It is obvious that if metal has been spread it must be consolidated and so on. The Hon'ble the Resident would be glad of a note on the

position

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position from the Municipal Executive Engineer as early as possible.

I have, etc.,

Captain.
SECRETARY TO THE RESIDENT.

S.C.11.

2953

28th April 1932

From

The Secretary.

To

The President,
Municipal Commission,
Bangalore.

Road Development in the Civil and Military Station, Bangalore, from the Road Development Grant.

Sir,

In continuation of my letter No.2896, dated the 26th April 1932, on the above subject, I am directed to state that the Executive Engineer may be permitted to go ahead with works on Trunk Roads in the Station.

2. I am also to request that you will kindly furnish as early as possible, for the information of the Hon'ble the Resident, a statement showing

(1) the amount budgetted (year by year) for expenditure on roads in the Civil and Military Station during the years 1912-13, 1913-14, 1922-23 up to and inclusive of 1932-33 from (a) Municipal funds (b) Government grants and (c) other sources; and

(2) the actual expenditure incurred from each of the above sources during the same periods (excluding the current year).

3. I am further to request you to furnish kindly a list of all roads in

(21

in the Station duly classified.

I have etc.,

27/4

Secretary to the Resident,

26/4

No. 2924 28th March 1932

(22

From

The Secretary.

To

The Chief Secretary to the
Government of Mysore.

Additional duty on petrol for Road Development.

Sir,

I am directed to refer to your letter No.Pol.997/PP.130-30-14, dated the 15th March 1932, on the above subject and to request that you will very kindly furnish for the information of the Hon'ble the Resident the following information:

A statement showing

(1) the amount budgetted (year by year) for expenditure on roads in the municipalities of Bangalore and Mysore (separately for each Municipality) during the years 1912-13, 1913-14, 1922-23 up to and inclusive of 1932-33 from

(a) municipal funds (b) Government grants and (c) other sources; and

(2) the actual expenditure incurred from each of the above sources during the same periods (excluding the current year).

I have etc.,

Secretary to the Resident.

SNB

C. R.

No. 110

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
30 APR. 1932
Regd. No. 4007
File No. 273/31

161-0

O QK SIMLA 29 STE 43

RESIDENT MYSORE BANGALORE

572/I YOUR TELEGRAM 2541 APRIL 11TH REPORT

PROMISED IS AWAITED MEANTIME SANCTIONED

WORKS IN PROGRESS MAY PROCEED BUT TOTAL

EXPENDITURE SHOULD NOT EXCEED SHARE ALLOTTED

TO DATE TO CIVIL AND MILITARY STATION BANGALORE

NAMELY RS SIXTYTHREE THOUSAND POLINDIA

153 18/20

BY

This form must accompany any enquiry respecting this telegram.

MGIPAh.-

S.N: 14. (24

Foreign and Political Department,

D.O.No. D.588-I/32. Simla,

The 7th May 1932.

Grants from the Road Development Account.

My dear Colonel,

I am desired to forward for your information a copy of a note dated 28th February 1932 on the 'Road Development Grant to the Mysore State' handed to Sir Charles Watson by the Dewan of Mysore and to acquaint you with the provisional views of the Government of India on the Mysore Darbar's claim, as these may assist you in the preparation of the report promised in your telegram No. 2541 of the 11th April. They are as follows.

2. The additional duty on petrol was imposed for purposes of road development. It appears however that very little of the total mileage of the through roads is contained in the Civil and Military Station of Bangalore and on this account the present distribution between the Mysore State and the Civil and Military Station of Bangalore on the basis of petrol consumption is not considered entirely satisfactory.

3. The Mysore Darbar are not strictly entitled to any share of the amount allotted to the Civil and Military Station

(25

Station, but, for the reason already stated, the Government of India are prepared to concede a substantial ex gratia payment to the State from the calculated share of the Civil and Military Station. It is considered that this could be done by an equitable division on a percentage basis of the share of the Civil and Military Station of Bangalore, having regard to the following points.

(a) That much of the petrol sold in the Civil and Military Station is consumed on State roads;

(b) that normally towns do not receive any separate share in the road development account but may be given grants for approved schemes on qualifying roads where these pass through towns;

(c) that the roads which qualify are as stated on page 16 of the proceedings of the Road Conference held in April 1930; (copy enclosed) and

(I)

(d) that schemes must be for the construction, reconstruction, or substantial improvement of roads or bridges but not for repairs or maintenance.

4. I am to add that the expenditure upon the road programme sanctioned for Bangalore should as far possible be confined to schemes which appear to be justified in the light of paragraph 3 above.

Yours sincerely

To

The Hon'ble Lieutenant-Colonel R.J.C. Burke,
Resident in Mysore.

14/2

(27

Road Development Grant to the Mysore State.

Out of the grant of Rs.2.93 lakhs made to the Mysore State for the period up to 30th September 1930 from the proceeds of the additional duty on petrol, a sum of Rs.63,000 is allotted to the Civil and Military Station of Bangalore. This allotment for Municipal roads seems to be a mistake and is entirely at variance with the purpose for which such grants are made. It reduces very considerably the grant available for the development of trunk roads in the State.

From the Report of the Road Development Committee, on whose recommendation the levy of the additional duty on petrol and its distribution to the Provinces, and States is based, it is clear that the object of the levy is to promote the development of a system of high-ways or 'arterial routes' and that there was absolutely no idea of applying its proceeds to the improvement of Municipal roads or the amenities of purely local traffic.

To quote from the Report of the Committee: "The road system of India cannot be satisfactorily developed without the co-operation of the States through which many arterial routes necessarily run. The additional duty which we propose for purposes of road development will fall alike on petrol consumed in the States and in British India; and it would be unreasonable to expect their co-operation unless they also receive some financial assistance from the proceeds. The way in which such assistance should be given is a matter for arrangement between the Government of India and the States and is outside the scope of this Committee". (Vide para 75 of the Report).

The Civil and Military Station covers an area of 13.54 square miles and is comparable in size with the

Municipalities

Municipalities of Mysore and Bangalore in the State. It can have no claim any more than either of these Municipalities, to a share of the grant meant for the development of its road system. The fact that a portion of the duty is derived from the inhabitants of the Station or within the other Municipalities mentioned above cannot affect the position. They levy rates and tolls on motor transport for Municipal purposes and cannot, in addition, ask for a proportionate share of the petrol duty which is a special tax for a distinctly provincial object.

It must also be remembered that the inhabitants of the Civil and Military Station are equally interested in the proper maintenance and improvement of the trunk roads, the Station being situated in the heart of the State.

The Committee considered this aspect of the question and recorded its deliberate views in the following words: "It has also been objected that a great part of a duty on motor spirit will be paid by motor transport in large towns, and that the receipts will be spent on extra-Municipal roads from which the towns derive no direct benefit. Objections of this nature are perhaps an inevitable incident of ad hoc taxation, and may be a reason why such taxation should be avoided. But, in this case, it is not difficult to show that the complaint is over-stated. It may be assumed that part of the proceeds of the duty will be spent on main roads leading into large towns, and on the improvement of their approaches generally. It should be obvious that the improvement of communications between a town and the surrounding country would not only benefit the country but also bring reciprocal advantages to the town". (Vide para 69 of the Report).

It is, therefore, requested that the whole amount

apportioned

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apportioned to the Mysore State should be handed over to the Durbar without making any deduction on account of the Civil and Military Station.

Sd/- Mirza M. Ismail,
Dewan of Mysore.

Delhi,
28th February 1932.

(I. O. 106 (a).)

SN 15

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

OFFICE OF THE RESIDENT IN MYSORE, 30

Bangalore, 18th June 1932

No. 3685 Enclos. 1

telegram

A copy of the marginally* noted ~~letter with enclosure~~, is forwarded to the President, Municipal Commission, Civil and Military Station, Bangalore, with reference to the correspondence ending with this office letter No.2953, dated the 28th April 1932. The E.E. may kindly be informed that he may carry on works sanctioned, which are, or were, in progress.

*No. 572-I,

dated the 29th April 1932,

from the Government of India in the Foreign & Political Department.

S.N.-60 marked with

Secretary to the Resident.

23—10-4-1931—5,000—RPB

SW 16

31

D.O.No. 3340

Camp Mercara.
Dated ~~15/16th~~ 18th May, 1932.

My dear Cooke,

Colonel Burke would like, if it is possible, to have a return showing the number of motor vehicles registered in the Civil and Military Station yearly during the past ten years. I date say Sullivan can supply the figures. If they are available would you let us have them as early as possible.

Yours sincerely,

Sd/- G. Kirkbride.

G. H. Cooke, Esquire, M.C., I.C.S.,
Collector,
Civil & Military Station,
Bangalore.

O/C.

B. 18/5/32

Issue and keep o/c on Road Devt. file.

G.K.
16-5

Nil

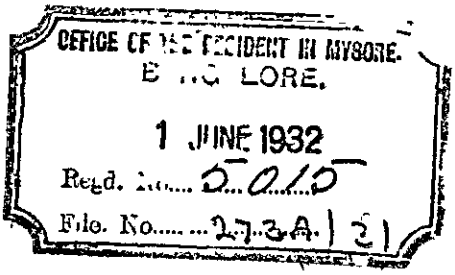
BANGALORE C&M STATION MUNICIPALITY

Office Hours:—
11 A.M. to 5 P.M.
Telephone No. 55.

D. O. No. Q/L-33/32

Mayo Hall,
31st May 1932.

132



My dear Kirkbride,

Reference:- Your D. O. No. 3340, dated the 18th May 1932, addressed to the Collector, regarding Motor vehicles.

The number of motor vehicles registered in the Civil and Military Station yearly during the past ten years is given below:-

1922	.. ..	102.
1923	.. ..	100.
1924	.. ..	124.
1925	.. ..	104.
1926	.. ..	91.
1927	.. ..	166.
1928	.. ..	236.
1929	.. ..	263.
1930	.. ..	208.
1931	.. ..	172.

I also enclose a statement showing the total number of motor cars that paid Municipal tax and those for which free licenses were issued during the past five years.

Yours sincerely,
31.V.32

Captain G. Kirkbride,
Secretary to the Hon'ble the Resident
in Mysore,
BANGALORE.

17/a

Statement showing the total number of motor cars that paid Municipal tax and those for which free licenses were issued during the past five years.

Years.	Number of cars that paid Municipal taxes.	Number of cars for which free licenses were granted.	Total number licensed.
1.	2.	3.	4.
1927 - 28.	459	65	524
1928 - 29.	577	110	687
1929 - 30.	679	92	771
1930 - 31.	670	103	773
1931 - 32.	732	137	869

for President, M. C.

MVL.

31 5/32

Immediate SN 18 174

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

C 34

Dated, Bangalore, 2nd June 1932.

No. Pol 1256

Enclosures 2 Statements

P.P. 130-30-17

OFFICE OF THE RESIDENT IN MYSORE. BANGALORE. 3 JUN 1932 Regd. No. 5040 File. No.

From

N. MADHAVA RAO, Esq., B. A., B. L.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

Captain G. Kirkbride,
Secretary to the Hon'ble the Resident in Mysore.

Sir,

K.S.N. 61 (K) 12 arts

With reference to your letter No. 2954/273 of 1931 dated the 28th April 1932 asking for information as regards (1) the amount budgetted for expenditure on roads, and (2) the amount actually spent, for certain years in the Bangalore and Mysore City Municipalities, I am directed to forward herewith two statements showing the figures required, separately, for each Municipality, so far as they are available. The figures relating to the Budget provision for expenditure on roads in Mysore City for the years in question, are being verified and will be forwarded shortly.

S.N. 18 & 44 infra

I am to add that, as the official year in the State commences on the 1st July and as the Budgets for next year have not yet been passed by the respective Municipal Councils, the Budget figures relating to 1932-33 have not been furnished in the statements.

I have the honour to be,

Sir,

Your most obedient servant,

N. Madhava Rao

Chief Secretary to Government.

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Bangalore City Municipality - Expenditure on roads.

Year.	Amount budgetted.			Actual expenditure.		
	Muni. funds.	Government grants	other sources	Muni. funds.	Government grants.	other sources
1912-13	80,137	-	-	39,095	-	-
1913-14	90,787	-	-	57,840	-	-
1922-23	1,04,914	-	-	86,283	-	-
1923-24	91,064	-	-	84,851	-	-
1924-25	99,302	-	-	87,718	-	-
1925-26	94,468	-	-	82,300	-	-
1926-27	1,02,115	-	-	91,282	-	-
1927-28	94,060	-	-	76,872	-	-
1928-29	86,719	-	-	71,025	-	-
1929-30	1,11,810	-	-	1,12,125	-	-
1930-31	87,191	-	-	82,676	-	-
1931-32	1,68,240	-	-	1,31,053	-	-
				(to the end of May 1932)		

12.10.07

10.03.20

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Asubba Rao

For Chief Secretary to Government.

Mysore City Municipality - Expenditure on roads.

Year.	Amount budgetted.			Actual expenditure.		
	Municipal Funds.	Government grants.	Other sources. (District Funds etc.)	Municipal Funds.	Government grants.	Other sources (Dt.Funds etc)
1912-13.	16,851	8,100	1,420	16,851	8,100	1,420
1913-14	37,278	8,100	1,420	37,278	8,100	1,420
1922-23	25,483	11,665	1,420	25,483	11,665	1,420
1926-24	39,661	11,052	1,420	39,661	11,052	1,420
1924-25	31,862	5,652	950	31,862	5,652	950
1925-26	40,818	10,652	950	40,818	10,652	950
1926-27	55,503	10,652	950	55,503	10,652	950
1927-28	91,184	10,652	950	91,184	10,652	950
1928-29	80,458	10,652	950	80,458	10,652	950
1929-30	52,311	5,000	-	52,311	5,000	-
1930-31	78,482 x.	5,000	-	78,482 x.	5,000	-
1931-32	2,03,526 @	5,000	5,000	2,03,526 @	5,000	5,000
~~Sec 5.IV.75/a 53 &7~~		~~1-2477~~	~~42~~	7,53,417	102179	15430

N.B.- Under Govt.grants a sum of Rs.5,652 was being paid as Government contribution for the maintenance of State Fund Roads till 1928-29 and was stopped thereafter. Rs.5,000 that is being continued represent grant-in-aid given by Government for Municipal Roads in the City.

x. Out of this a sum of Rs.37,055 was spent for tarring roads out of the loan of Rs.75,000 drawn during the ~~year~~ year.

@ This represents the amount spent up to the end of April 1932 for which figures are available. Out of this a sum of Rs.1,74,861 was spent on tarring roads, ~~xxxxx~~ of ~~xx~~ which Rs.1,25,000 was out of the loan drawn during the year and the balance unspent out of the loan drawn during the previous year.

Rs 37,945 was out of

The figures under the head 'Amount budgetted' are subject to Verification.

Asuba Rao

For Chief Secretary to Govt.

36

S.N. 19

(37)

Ag(G) GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. Pol. 1252 (1 Enclosure) PP 130-30-18

Dated, ~~Bangalore~~ Mysore, 8th (9") June 1932.

From

N. MADHAVA RAO, Esq., B. A., B. L.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To Captain G. Kirkbride,

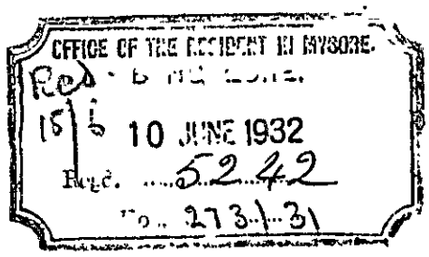
Secretary to the Hon'ble the Resident in Mysore.

Subject:- Additional duty on Petrol for Road Development.

Sir,

S.N. 18-aule

In continuation of my letter No. Pol.1256/P.P. 130-30-17 dated 2nd June 1932 on the above subject, I am directed to forward herewith a revised statement showing the figures relating to the Budget Provision for expenditure on roads in Mysore City for the years in question.



I have the honour to be,
Sir,
Your most obedient servant,

N. Madhava Rao

Chief Secretary to Government.

Statement showing the Budgetted expenditure on roads in the Mysore City Municipality.

Year.	Amount Budgetted. Municipal Funds.	Government grants.	Other sources (District Fund &c.)
1912-13	17,480	8,100	1,420
1913-14	28,730	35,600	1,420
1922-23	18,915	11,665	1,420
1923-24	42,881	11,052	1,420
1924-25	34,544	5,652	950
1925-26	43,398	10,652	950
1926-27	42,398	10,652	950
1927-28	78,398	10,652	950
1928-29	63,398	10,652	950
1929-30	35,000	5,000	
1930-31	49,000 * 37,055 = 86,055	5,000	
1931-32	32,500 * 1,74,861 = 2,07,361	5,000	5,000

* The figures for 1930-31 and 1931-32 include the amounts spent on tarring roads from Loan Funds.

For Chief Secretary to Government.

SN 20

H.O.
3 — 2,000—25—9—1931.

No. G.T. 25/32

CIVIL & MILITARY STATION, BANGALORE,
MUNICIPAL OFFICE,

Encs: Two Statements.

Dated, 21st June 1932.

From

G. H. COOKE ESQ., M. C., I. C. S.,
President, Municipal Commission,
Civil and Military Station, Bangalore.

To

The Secretary to the Hon'ble the Resident
in Mysore,
Bangalore.

SIR,

Subject:- Road Development in the Civil and Military Station, Bangalore, from the Road Development Grant.

S.N Ack *With reference to your letter No.2953/273 of 1931 dated the 28th April 1932, I have the honour to forward, herewith, the statements referred therein.*

OFFICE OF THE PRESIDENT IN MYSORE.
BANGALORE.
23 JUNE 1932
Regd. ... 5612
File No. ... .

I have the honour to be,
Sir,
Your most obedient servant,

21.6.32.
President, M. C.

MVL.
Chs

Statement showing the amount budgeted and expenditure incurred o

the years from 1912 - 13 up to and inclu

Year.	Roads.	Amount budgeted.		Municipal Funds.	Governmen Grant.
		Rs.as.ps.	Rs.as.ps.	Rs.as.ps.	Rs.as.p
1912-13.	Cantonment roads.	37,258-0- 0.		24,023- 0- 0	
	Military roads.	10,440-0- 0		-	10,440- 0-
	Suburban roads.	5,020-0- 0	52,718- 0- 0	-	5,020- 0-
1913-14.	Cantonment roads.	50,776-0-0		45,318- 8- 7	-
	Military roads.	10,440-0- 0		-	10,440- 0-
	Suburban roads.	5,020-0- 0	66,236- 0- 0	-	5,020- 0-
1922-23.	Cantonment roads.	66,490-0- 0		62,739- 6- 8	-
	Military "	10,490-0- 0		-	10,490- 0-
	Suburban "	5,020-0- 0	82,000- 0- 0	-	*10,040- 0-
1923-24.	Cantonment roads.	53,100-0- 0		54,846- 9- 1	-
	Military "	10,490-0- 0		-	10,490- 0-
	Suburban "	5,020-0- 0	68,610- 0- 0	-	5,020- 0-
1924-25.	Cantonment roads.	54,405-0- 0		33,964- 7- 5	@ 18,100- 0-
	Military "	10,490-0- 0		-	10,490- 0-
	Suburban "	5,020-0- 0	69,915- 0- 0	-	5,020- 0-
1925-26.	Cantonment roads.	58,000-0- 0		22,880- 7- 6	20,724- 3-1
	Military "	10,490- 0-0		-	10,490- 0-
	Suburban "	5,020- 0-0	73,510- 0- 0	-	5,020- 0-
1926-27.	Cantonment roads.	55,700- 0-0		54,228-11- 9	-
	Military "	12,390- 0-0		-	10,490- 0-
	Suburban "	5,020- 0-0	73,110- 0- 0	-	5,020- 0-
1927-28.	Cantonment roads.	80,700- 0-0		74,623- 5- 3	-
	Military "	12,787- 0-0		-	10,490- 0-
	Suburban "	8,000- 0-0	101,487- 0- 0	-	6,515- 0-
1928-29.	Cantonment roads.	105,423- 0-0		85,080-11- 2	- -
	Military "	13,419- 0-0		-	10,490- 0-
	Suburban "	9,275- 0-0	128,117- 0- 0	-	12,279- 1-

h roads in the Civil and Military Station during
ive of 1932 - 33.

Receipts.		Actual expenditure.	
Other sources.	Total.		
Rs.as.ps.	Rs.as.ps.	Rs.as.ps.	Rs.as.ps.
-		27,734-13- 5	-
-		7,674- 4- 3	-
-	39,483- 3- 8.	4,074- 1- 7	39,483- 3- 3
-		39,503- 6- 4	
-		14,414-10- 4	
-	60,778- 8- 7.	6,860- 7-11	60,778- 8- 7
-		67,998- 1- 5	-
-		12,974-10- 8	-
-	83,269- 6- 8	2,296-10- 7	83,269- 6- 8
-		54,285- 1- 5	
-		12,227-10- 2	
-	70,356- 9- 1	3,843-13- 6	70,356- 9- 1
-		54,403- 1- 3	-
-		10,337-11-10	-
-	67,474- 7- 5	2,733-10- 4	67,474- 7- 5
-		44,586- 3- 6	
-		12,146-12- 7	-
-	59,114-11- 4	2,381-11- 3	59,114-11- 4
-		53,481- 4- 4	
-		12,388-10- 0	
-	69,738-11- 9	3,868-13- 5	69,738-11- 9
-		72,528- 2- 4	-
-		12,585- 1- 4	
-	91,628- 5- 3	6,515- 1- 7	91,628- 5- 3
-		79,835-11- 6	-
-		15,734-15- 8	-
-	1,07,849-12- 4	12,279- 1- 2	1,07,849-12- 4

Year.	Roads.	Amount budgeted.		Rece	
				Municipal Funds.	Governmer Grant.
		Rs.as.ps.	Rs.as.ps.	Rs.as.ps.	Rs.as.p
1929-30.	Cantonment roads.	101,031- 0- 0		93,562- 2- 8	-
	Military "	10,490- 0- 0		-	10,490- 0-
	Suburban "	8,000- 0- 0	1,19,521- 0- 0	-	8,690-15-
1930-31.	Cantonment roads.	82,000- 0- 0		77,918-10- 6	-
	Military "	10,490- 0- 0		-	10,490- 0-
	Suburban "	8,000- 0- 0	1,00,490- 0- 0	-	9,009- 3-
1931-32.	Cantonment roads.	79,760- 0- 0		70,080-12- 4	-
	Military "	12,994- 0- 0		-	10,490- 0-
	Suburban "	9,740- 0- 0	1,02,494- 0- 0	-	6,774- 4-1
1932-33.	Cantonment roads.	110,000- 0- 0		-	
	Military "	10,490- 0- 0			
	Suburban "	8,000- 0- 0	1,28,490- 0- 0		

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pts. t	Other sources.	Total.	Actual-expenditure.		Remarks.
s.	Rs.as.ps.	Rs.as.ps.	Rs.as.ps.	Rs.as.ps.	
	-		92,861- 8- 2		
0	-		11,190-10- 6		
5	-	1,12,743- 2- 1	8,690-15- 5	1,12,743- 2- 1	
	-		78,480-15- 6		
0	-		9,927-11- 0		
5	-	97,417-13-11	9,009- 3- 5	97,417-13- 11	-
	-		66,941- 0- 3)		- -
0	-		13,629-12- 1)*		* These figures are provisional as
1	-	87,345- 1- 3	6,774- 4-11)	87,345- 1- 3	- final adjustments have not yet been made.

for President, M. C.

RM 2/6

Urgent

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All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 4585
273/1931.

FROM

Captain G. Kirkbride, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The President,
Municipal Commission,
Civil and Military Station, Bangalore.

Dated Bangalore, 12th July, 1932.

Subject.

Road Development in the Civil and Military Station, Bangalore, from the Road Development Grant.

SIR,

S.N.76 Grants

With reference to the correspondence ending with your letter No.G.T.25/32, dated the 21st June, 1932, on the above subject, I am directed to state as follows:-

2. At the meeting of the Indian Roads Conference held on the 19th April, 1930, it was decided that the following classes of roads should be eligible for grants from the Central Road Development Fund provided they formed part of a consistent plan of road development.

Class I. - Roads of importance from the point of view of more than one province or State or of more than one Commissioner's Division, or in Madras, more than one Revenue District within the province.

Class II.- Roads of importance from the point of view of more than one Collector's District, or in Madras, more than one Revenue Division, and also roads serving as important feeders to railways, waterways, and to Class I roads.

Schemes of development on other roads submitted by Local Governments were to be considered on their merits.

(43

3. With reference to the above decision, I am to request you very kindly (1) to report the lengths of Class I and Class II roads (separately) in the Station, and (2) to specify the lengths of roads falling under the above description on which development schemes have been sanctioned by Government from the Road Development Account. Any other sanctioned scheme on roads not falling under Class I or Class II, but of sufficient importance to justify on merits a claim for grant from the Road Development Fund, should also be specified.

4. The Executive Engineer's report on Road Development Schemes in the Station called for in para 2 of my letter No.2896, dated the 26th April, 1932, may also kindly be furnished not later than July 20th.

5. I am further to request that you will favour the Resident with your views as to what percentage of the calculated share of the Station in the Road Development Account may conveniently be given up in the event of the Government deciding in favour of an ex gratia payment to Mysore State from the amount which may fall to the share of the Station. An answer to this letter is requested by July 20th.

I have the honour to be,
Sir,
Your most obedient servant,

Captain,
SECRETARY TO THE RESIDENT.
11/7/32

MVS.

S.N. 22

H.O.
14 2,000—16—7—1931.

No. G.T. 25/32 Encs. 4.

CIVIL AND MILITARY STATION, BANGALORE.
MUNICIPAL OFFICE.
DATED 22nd July 1932.

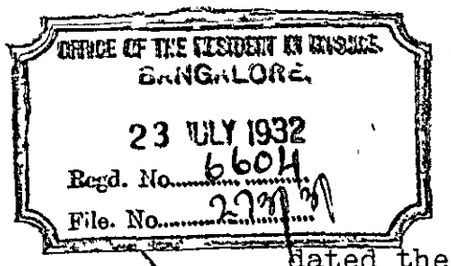
From

G. H. COOKE, ESQ., M. C., I. C. S.,
President, Municipal Commission,
C. & M. Station, BANGALORE.

To

The Secretary to the Hon'ble the Resident in Mysore,
BANGALORE.

SIR,



Subject:-Road Development in the Civil and Military Station, Bangalore from the road development grant.

With reference to your letter No.4585/273-1931, dated the 12th July 1932, on the above subject, I have the honour to enclose a list of roads in the Station, in which the items ringed are part of a through system from one District to another. The total length of the ringed items is 52 miles 5 furlongs. Owing to the peculiar nature of the Station, it is not possible to classify the roads on the lines indicated in para 2 of your letter.

I enclose a copy of the Executive Engineer's note on the subject of road development, called for in para 2 of your letter No.2896, dated the 26th April 1932.

With reference to para 5 of your letter, I would urge that as the funds allotted for the Station are hardly sufficient to meet our demands, it is not possible conveniently to give up any portion.

I have the honour to be,

Sir,

Your most obedient servant,

PRESIDENT, M. C.

DIW.

2-2/12 — 49

Executive Engineer's ~~report~~ note on the road development, dated the 30th April 1932.

President.

I, herewith, submit a list of roads on which work was started at the time orders were given, that the estimate submitted was approved of and that work on roads entered therein should be taken in hand.

The roads on which work was commenced would mean an outlay of Rs.46,000/- if completed - work on some, as will be noticed, has been completed and on others partly done - if work on the incomplete lengths is stopped for good the expenditure up to date would be probably half the above sum or slightly more. If decided that payment for these incompleted roads is not to be paid from the road improvement fund, then the cost for completing the works must be met from the ordinary Municipal grant for communications, but as this grant for the current year has been reduced by Rs.30,000/- (the amount thus cut being suggested for payment of improvement to drains etc.), it will be necessary to readjust the budget and place the amount again to the head "communications" and thus have for the current year the usual average budget grant that has been provided in previous years.

From a perusal of the accompanying map, it can be seen that several of the roads within the Civil and Military Station area are arterial roads in every way and as such, are fully entitled to be dealt with as small lengths of through communications, serving a Province or District, and, therefore, fully entitled to a share of the Petrol Tax Fund.

It appears that the demand for a share of the Petrol Tax by the Civil and Military Station Municipal Commission is not unreasonable and I see from the Newspapers that the Bombay Corporation are protesting against not being given a share. I would ask that further urgent representations be made to the Hon'ble the Resident the stopping of works given on contract is causing contractors to represent the hardship and having to stop work for which they ha made arrangements and laid out capital. Urgent orders were a placed for supply of large quantities of spramex, which can h cancelled since the Firm cabled for special urgent supplies.

"Copy". (Sd). W. SINCLAIR.
EXECUTIVE
30/

No.of Estimate.	Name of roads on which work started.	Amount of Estimate.	R e m a r k s.
1.	Sivan Chetty Garden Street.	1,116 - 0 - 0.	Consolidation completed.
2.	Narain Pillai Street.	2,475 - 0 - 0.	-do- under progress.
9.	Tannery Road.	4,390 - 0 - 0.	Metal collection under progress.
11.	Saunders Road.	1,830 - 0 - 0.	Completed.
12.	Annasawmy Mudaliar Road.	5,684 - 0 - 0.	Metal collection completed.
13.	Seppings Road.	3,059 - 0 - 0.	Completed.
14.	South Parade. (Trunk Road)	7,845 - 0 - 0.	Completed.
15.	Domlur Road. Do	4,712 - 0 - 0.	Metal collected.
16.	-do- Do	3,770 - 0 - 0.	-do-
17.	Langford Road.	2,644 - 0 - 0.	Consolidation completed.
18.	Hosur Road. (Trunk Road)	3,555 - 0 - 0.	-do-
19.	Madras Bank Road.	2,255 - 0 - 0.	-do- and spramex started.
21.	Knoxpet Road.	2,044 - 0 - 0.	Metal and chips collected.
22.	Sadasiva Mudaliar Road.	719 - 0 - 0.	Metal collected.
		Rs. 46,098 - 0 - 0.	

About 3 miles

* 7845
4712
3770

(1) 1500 cc — 6216 — 6782 = [illegible]

(2) [illegible] 23.55 — 19.8.42 — 26216 [illegible]

(3) [illegible]

(Sd). SINCLAIR.
EXECUTIVE ENGINEER
3/5/32

Statement of expenditure budgeted and incurred on roads in the Municipalities of the Civil and Military Station, Bangalore, Bangalore City and Mysore during the 12 years 1912-1913, 1913-1914 and 1922-23 to 1931-32.

Name of Municipality.	Total expenditure incurred during 12 years. (in lakhs)			Annual average expenditure. (in lakhs)			Ratio of expenditure from municipal fund to expenditure from Govt. grants
	Total	From Municipal funds.	From Govt. grants and others.*	Total	From Municipal funds.	From Govt. grants and others.	
Civil and Military Station, Bangalore.							
Actuals	9.5	7.326	2.15	.8	.62	.18	3.5:1
Budget.	11.7	9.35	2.32	.975	.78	.19	4:1
Bangalore City.							
Actuals	10.03	10.03	-	.836	.836	.	1:0
Budget.	12.1	12.1	-	1.01	1.01	-	1:0
Mysore City.							
Actuals	8.7	7.53	1.02 .15* 1.17	.725	.6275	.085 .012* .097	6.6:1
Budget	8.43	6.9	1.45	.70	.57	.52	4.75:1

* Represents district Fund contributions

S.N.23

No. 5/180, Pol.-I
273-1931.

From

The Hon'ble Lieutenant Colonel R.J.C. Burke,
Resident in Mysore.

To

The Secretary to the Government of India,
Department of Industries and Labour,
Public Works Branch.

Dated Bangalore, the 30th August, 1932.

Grants from the Road Development Account to the Civil and Military Station.

Sir,

I have the honour to refer to the Foreign and Political Department telegram No.572-I, dated the 29th April, 1932, and to submit for orders a copy of letter No.Pol.997/PP-130-30-14, dated the 15th March, 1932, from the Government of Mysore in which they claim that the allotment made to the Civil and Military Station, Bangalore, out of the Road Development Account should be utilised for the improvement of trunk roads in the State.

2. The Government of India will doubtless agree that Mysore State is not strictly entitled to any of the share allotted to the Station on the basis of petrol purchased in the area. In this connection, please see your letter No.C.29, dated the 6th April, 1932, to the Secretary to the Chief Commissioner of Coorg, in which it was held that there is no other possible means of arriving at the consumption of petrol except that of sales.

3. I recognise, however, that the view taken by the Government of Mysore that the proceeds of the petrol tax should be devoted to the development of through roads is in consonance with the object of the Road Development Fund and that towns are not normally entitled to any share in the fund except for the development of trunk roads passing through them. It is also

certain

certain that owing to the position of the Station in the State some of the petrol purchased in the Station is consumed on State roads. I am, therefore, of opinion that the claims of the State as well as of the Station on the above fund should be dealt with on broad lines, keeping in view the considerations set forth above.

4. There are about 12.25 miles of trunk (qualifying) roads passing through the Station, of which only a section (about 3 miles) has been taken up for development till now. The development of the entire length of these roads is a legitimate charge on the Road Development Fund. The cost of bringing them up to modern standard and of maintaining them in that condition is estimated to be about Rs.63,600/- initial and Rs.14,000/- recurring, over and above what (Rs.11,400/- annual) the Municipal Commission is incurring on them at present. Sanctioned schemes, including sections of the trunk roads already referred to, which were in progress at the time when the Government of Mysore raised their claim, have also to be completed according to their original estimate, amounting to about Rs.46,100/- to avoid waste of money.

5. Having regard to all the circumstances of the case, I am of opinion that no part of the grant already given to the Station need be passed on to Mysore State, but that future amounts that will accrue to the share of the Station in the Road Development Account may reasonably be apportioned between the Station and the State in the ratio of 1/3rd : 2/3rds until such time as the whole 12.25 miles referred to have been brought up to modern standards and that thereafter Rs.15,000/- a year should be retained by the Civil and Military Station and the balance handed over to the State.

I have the honour to be,
Sir,
Your most obedient servant,

Lieut.-Col.,
R E S I D E N T.
23/8/32.

MVS.

S. N. 24

103

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. Pol. 496

P.P. 30-30-27

Dated, Bangalore, 16th November 1932.

From

R. RANGA RAO, Esq., B. A., B. L.,
Offg. Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

The *Secretary to the Hon'ble the Resident in Mysore,*
Bangalore.

Subject:- Apportionment of the proceeds in the Road Development Account.

Sir,

I am directed to acknowledge with thanks, the receipt of your letter No. 7438/273-1931 dated 4th November 1932 on the above subject, intimating that a balance of Rs.3,45,659/- is payable to the Mysore Government on account of its share of the proceeds in the Road Development Account up to the end of March 1932, and that the Accountant General, Madras, has been requested to place this amount at our disposal.

This Government note that the sum referred to above does not include any part of the revenue in respect of the C & M. Station, Bangalore, regarding which the decision of the Government of India is being awaited. In this connection, I am to invite kind reference to letter No. Pol. 997 dated 15th March 1932 urging that the amount in respect of the C & M. Station also should be made available for the improvement of the Trunk roads in the State. The Durbar trust that this request will meet with the very early and sympathetic consideration of the Government of India.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
22 NOV. 1932
Regd. No. 1047
File No.

I have the honour to be,
Sir,
Your most obedient servant,

R Ranga Rao.

Chief Secretary to Government.

S.N. 25

No. D.3060-I/32.

From
The Deputy
Secretary to the Government of India
in the Foreign and Political Department,

To

The Hon'ble the Resident in Mysore.

Rec'd from Sec. to Govt. on 17/12/32
OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
12 DEC 1932
Regd. No. 11134
Dy. No. 273/31

Dated New Delhi, the 7th December 1932.

Subject: Claim of the Mysore Darbar for a share of the allotment to the Civil and Military Station of Bangalore from the Road Development Account.

Sir,

I am directed to refer to your letter to the address of the Secretary to the Government of India in the Department of Industries and Labour (Public Works Branch) No. 5780/273-1931 dated the 30th August 1932, on the above subject, and to state that the Government of India approve your proposals stated in paragraph 5 thereof for the apportionment of the share of the Civil and Military Station of Bangalore in the Road Development Account between that station and the Mysore State.

2. I am to request that in replying to the Mysore Government the ex-gratia nature of the proposed arrangement may kindly be emphasised.

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Secretary to the Government of India.

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No. 200
273-1931.

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Captain G. Kirkbride, I.A.,
SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated, Bangalore, the 10th January *193* 3.

Subject.

Claim of the Government of Mysore to the share allotted to the Civil and Military Station in the Road Development Account.

SIR,

S.N.50. S.N.2 I am directed to refer to your letter No.Pol.997/P.P.-130-30-14, dated the 15th March, 1932, and to say that the Government of India have decided that the grant already allotted to the Civil and Military Station amounting to Rs.63,000/- will be retained for the improvement of certain roads within the Station but that in future and until such time as the entire length of through roads passing through the Station are brought up to modern standards, one-third of the amounts that accrue will be retained by the Civil and Military Station, the balan of two-thirds being allotted to the Mysore Government. When work these through roads has been completed, Rs.15,000/- a year will be retained by the Station and the balance handed over to the State. I am specially directed to emphasise the ex-gratia nature of the above arrangement.

I have the honour to be,
Sir,
Your most obedient servant,

o/c

Captain,
SECRETARY TO THE RESIDENT.

Copy forwarded to the President, Municipal Commission, Civil and Military Station, Bangalore, with reference to his letter No. 3.9.1.33.

S.N.58-3